



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways and Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

Board of Directors

Wednesday, June 26, 2024
****9:00 AM****

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum
or vote on any item on the agenda
1441 Schilling Place, Salinas, California
Cayenne Conference Room
Wi-Fi Network: MontereyCty-Guest (no password required)

Alternate Locations with Zoom Connection Open to the Public

168 West Alisal Street, 2nd Floor, Salinas, California 93901
Supervisor Alejo's Office

3225 158th Avenue, Business Center, 1st Floor
SE, Bellevue WA 98008
Chaps Poduri

Members of the public & non-voting members may join meeting online at:
<https://us02web.zoom.us/j/446951513?pwd=QmNUODRtdXICSEFxLzIXVmhoY21yUT09>
OR

By teleconference at: +1 669 900 6833

Meeting ID: 446 951 513
Password: 194463

Please note: If all board members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted but the meeting may continue at the discretion of the Chairperson.

Please see all the special meeting instructions at the end of the agenda.

The agenda and all enclosures are available on the Transportation Agency website: www.tamcmonterey.org, by clicking on Transportation Agency Board, meetings and agendas, click on agenda item and open it, click on report attachments listed at end of report.

1. QUORUM CHECK – CALL TO ORDER

Transportation Agency by-laws require a quorum of a minimum of 9 voting members, including a minimum of 7 city representatives and 1 county representative.

If you are unable to attend, please contact your alternate. Your courtesy to the other Transportation Agency Board members to assure a quorum is appreciated.

PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENTS

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. All public comments are limited to two (2) minutes, unless specified otherwise by the committee chair. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Board for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Board before the meeting.

Alternative Agenda Format and Auxiliary Aids: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

3. CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

ADMINISTRATION and BUDGET

3.1.1. APPROVE the Transportation Agency for Monterey County Board draft minutes of April 24, 2024.

- Maria Montiel

3.1.2. APPROVE the Transportation Agency for Monterey County Board draft minutes of May 22, 2024.

- Elouise Rodriguez

- 3.1.3. **ACCEPT** the list of checks written for May 2024 and the credit card statement for the month of April 2024.

- Dave Delfino

The list of checks and copies of credit card statements are submitted to the Transportation Agency Board each month in accordance with the recommendation from the Transportation Agency's independent Certified Public Accountant to keep the Board informed about the Transportation Agency's financial transactions.

- 3.1.4. **RECEIVE** report on conferences or trainings attended by agency staff.

- Christina Watson

Agency staff attend conferences or trainings at Agency expense that are pertinent to their roles in pursuing the Agency's mission. These events allow the staff to stay current and participate in the development of transportation practices and policies related to their roles.

- 3.1.5. **APPROVE** the revised Procurement Policies and Procedures and Contract Management Manual.

- Christina Watson

Approving the revised policies will bring it up to date with recently adopted changes to the Caltrans Local Assistance Procedures Manual. The Agency's Procurement Policies and Procedures and Contract Management Manual was adopted by the Board of Directors in April 2016 and last amended in April 2022.

- 3.1.6. **APPROVE** revised contract template for use in contracting for professional services.

- Christina Watson

TAMC has approved a template agreement for contracts that are intended to conform closely with revised Caltrans requirements. Staff recommends changes to the existing standard contract template to comply with recent changes to the Caltrans Local Assistance Procedures Manual and to add specifics as to signature authority.

- 3.1.7. **APPROVE** revised Request for Proposals/Qualifications templates.

- Christina Watson

Approving the revised Request for Proposals/Qualifications templates will bring them up to date with recently adopted changes to the Caltrans Local Assistance Procedures Manual.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

3.2.1. Federal Funds for Rural Transit and Intercity Bus Operations

1. **APPROVE** the Federal Transit Administration Section 5311 Program of Projects in the amount of \$1,624,412 for Monterey-Salinas Transit service on rural transit routes;
2. **APPROVE** the Federal Transit Administration 5311(f) Program of Projects in the amount of \$542,201 for Monterey-Salinas Transit service on MST Line 59: Salinas-Gilroy;
3. **ADOPT** Resolution 2024-08 and Resolution 2024-09 authorizing funding under the Federal Transit Administration Section 5311 and Section 5311(f) programs; and
4. **RATIFY** the Executive Director's signature on the Regional Agency Certifications and Assurances for the Program of Projects.

- Aaron Hernandez

The Federal Transit Administration provides operating support for rural transit service through Section 5311 non-urbanized funding program. Section 5311(f) program funds support Intercity Bus operations. TAMC approval is necessary for Monterey-Salinas Transit to receive this Section 5311 and Section 5311(f) funding to operate rural transit service and intercity bus operations.

3.2.2. RECEIVE list of Monterey County's unmet transit needs.

- Aaron Hernandez

In its role as the Transportation Development Act fund administrator, the Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating Local Transportation Funds. Staff coordinated with Monterey-Salinas Transit to evaluate the unmet transit needs comments received through April 30, 2024.

3.2.3. APPROVE the appointment of Joe Oliver as the District 5 alternate on the TAMC Bicycle and Pedestrian Facilities Advisory Committee.

- Ariadne Sambrano

The Transportation Agency Board appoints representatives on an as-needed basis to serve on the Bicycle and Pedestrian Facilities Advisory Committee to advise staff on bicycle and pedestrian transportation issues and make recommendations to the TAMC Board.

3.2.4. Safe Routes to School Education & Encouragement Contract

1. **APPROVE and AUTHORIZE** the Executive Director, or their designee, to execute an agreement with Ecology Action, subject to approval by Agency Counsel, in an amount not to exceed \$3,622,091, to provide Safe Routes to School Education & Encouragement services for the period ending December 31, 2030;
2. **APPROVE** the use of Active Transportation Program grant and Measure X

- funds budgeted for this purpose; and
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Ariana Green

Ecology Action was selected through a competitive Request for Proposals process. Ecology Action was the only proposal received. Due to their qualifications, staff recommends contracting with them to deliver Safe Routes to Schools education and encouragement programming across Monterey County. Programming includes traffic safety education for youth and families, walking school buses, family-oriented engagement, volunteer training, and community events.

PLANNING

3.3.1. Monterey County Regional Transportation Vulnerability Assessment - Planning Contract

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a contract with Pathways Climate Institute, LLC, in an amount not to exceed \$357,078, to provide services to complete the North Monterey County Regional Transportation Vulnerability Assessment, for the period ending in May 2026;
2. **APPROVE** the use of Caltrans Climate Adaptation Planning grant funds and Rural Planning Assistance funds budgeted for this project in the amount of \$357,078; and
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approval of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract amount or term.

- Alissa Guther

On February 28, 2024, the TAMC Board approved staff to publish a Request for Proposals for the Monterey County Regional Transportation Vulnerability Assessment. On April 11, 2024, TAMC received four proposals. After an interview process with the top two firms, one consultant, Pathways Climate Institute LLC, was selected as the proposed consultant.

3.3.2. RECEIVE updates on state and federal legislative issues and **ADOPT** positions on legislation.

- Christina Watson

This report includes updates on state and federal legislative activities and proposed positions on draft legislation. Both Senators Padilla and Butler

nominated both of the projects that TAMC submitted for funding in the fiscal year 2025 federal transportation appropriations bill, the Elkhorn Slough Highway 1 corridor climate resiliency project and the King City Multimodal Station project.

PROJECT DELIVERY and PROGRAMMING

- 3.4.1. APPROVE** the appointment of Tony Garcia to serve as the labor organization alternate representative, Darren Fort to serve as the education representative, and Ralph Porras to serve as the education alternate representative on the Measure X Citizens Oversight Committee.

- Theresa Wright

The Transportation Safety & Investment Plan Policies established the Measure X Citizens Oversight Committee, which represents a diverse range of community interests. Representatives of these interests must be nominated by their organizations. Additional members may be appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the Committee.

RAIL PROGRAM

3.5.1. Pajaro/Watsonville Multimodal Station Environmental Review Contract

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a contract with HDR Engineering, subject to Agency Counsel approval, in an amount not to exceed \$1,999,892, to provide environmental review services, for the period ending May 2026;
2. **APPROVE** the use of Transit and Intercity Rail Capital Project funds budgeted for this project; and
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Alissa Guther

On December 8, 2023, the TAMC Board approved staff to publish a Request for Proposals for the Pajaro/Watsonville Multimodal Transit Hub project. On April 4, 2024, TAMC received three proposals. The proposals were reviewed, and the top consultant was selected through an interview process.

3.5.2. Monterey-Salinas Transit (MST) Monterey Branch Line corridor Use Agreement for the SURF! Busway and Bus Rapid Transit Project:

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a use agreement with Monterey-Salinas Transit (MST), to provide for the use of the Monterey Branch Line corridor for the SURF! Busway and Bus Rapid Transit Project; and
2. **AUTHORIZE** the Executive Director, or their designee, to take such other

further actions as may be necessary to fulfill the intent of the agreement, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term.

- Doug Bilse

The SURF! Busway and Bus Rapid Transit Project is a collaborative project planned by the Monterey-Salinas Transit (MST) District and the Transportation Agency for Monterey County (TAMC) and funded in part by Measure X funds. The busway would operate within the TAMC-owned railroad public right-of-way known as the Monterey Branch Line. The collaboration is being formalized in an Agreement for the Use of Real Property, pending approval by both bodies. The agreement was constructed to allow rail service on the Monterey Branch Line which may result in a shared use with the SURF! bus line.

REGIONAL DEVELOPMENT IMPACT FEE- No items this month.

COMMITTEE MINUTES and CORRESPONDENCE

3.7.1. ACCEPT draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - draft minutes of June 3, 2024
- Executive Committee - draft minutes of June 5, 2024
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of June 5, 2024
- [Technical Advisory Committee](#) - draft minutes of June 6, 2024
- [Measure X Citizens Oversight Committee](#) - No Meeting

- Elouise Rodriguez

3.7.2. RECEIVE TAMC Correspondence for June 2024.

- Elouise Rodriguez

4. AUTHORIZE the Executive Director to submit a federal funding application for the United States Department of Transportation (US DOT) Strengthening Mobility and Revolutionizing Transportation (SMART) grant program on behalf of the Monterey Bay Drone, Automation and Robotics Technology (MB DART) California Coastal Transportation Aerial Support for Resiliency Project initiative.

- Todd Muck

The Monterey Bay Drone, Automation and Robotics Technology (MB DART) project is considering applying for federal Strengthening Mobility and Revolutionizing Transportation (SMART) funding, which requires a regional transportation agency as a

partner in that application. MB DART requests that TAMC consider acting as sponsor for this funding application for the California Coastal Transportation Aerial Support for Resiliency Project.

5. Commence Process to Amend Measure X Maintenance of Effort Calculation Provision:

1. **INTRODUCE**, waive the reading, and set August 28, 2024 at 9:00 a.m. as the date and time to consider the adoption of an ordinance amending the Measure X Ordinance to revise the Maintenance of Effort calculation;
2. **SET** a noticed public hearing for August 28, 2024, and
3. **DIRECT** staff to publish notice of the public hearing and publicize a 45-day comment period.

- Michael Zeller

The purpose of the Measure X Maintenance of Effort requirement is to assure that no funds previously used for transportation are shifted to other uses and then back-filled with Measure X funds. Since fiscal year 2019/20, Sand City has not been able to meet this requirement and their Measure X disbursements have been withheld. The City is requesting a modification that would allow them to regain compliance.

6. RATIFY action by the Executive Committee to **AUTHORIZE** the Executive Director to enter into an agreement with an appraisal firm to determine the value of the Monterey Branch Line corridor.

- Todd Muck

In 2003, the Transportation Agency purchased the Monterey Branch Line from Union Pacific Railroad using Proposition 116 bond funds granted by the State. California Transportation Commission staff recently informed Agency staff that the ten-year deadline to begin rail service on the line has not been met. Transportation Agency and California Transportation Commission staff are working on potential curative actions that would resolve the issue and allow the Transportation Agency to continue to pursue the long-term goal of bringing rail back to the Monterey Peninsula and allowing the SURF! Busway and Bus Rapid Transit project to continue.

7. RECEIVE report on Transportation Agency memberships in community organizations.

- Todd Muck

At its April meeting, the Board debated if there is a need for an official policy on how the Transportation Agency decides membership in local community organizations. Direction was provided to bring back this report on the Agency's current practices.

8. RECEIVE reports from Transportation Providers:

- Caltrans Director's Report and Project Update - Eades
- Monterey Peninsula Airport - Miller
- Monterey-Salinas Transit - Sedoryk
- Monterey Bay Air Resources District - Stedman

9. Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.
10. Executive Director's Report.
11. Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.
12. ADJOURN

ANNOUNCEMENTS

Next Transportation Agency for Monterey County regular meeting will be on
Wednesday, August 28, 2024
9:00 A.M.

Monterey County Government Center
1441 Schilling Place, Cayenne Room

A quorum of voting members is required to be present to hold this meeting.
There will be a zoom link for hybrid participation.

If you have any items for the next agenda, please submit them to:

Elouise Rodriguez
Clerk of the Board

elouise@tamcmonterey.org

Important Meeting Information

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County

www.tamcmonterey.org

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon five (5) working days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

Memorandum

To: Board of Directors
From: Maria Montiel, Administrative Assistant
Meeting Date: June 26, 2024
Subject: TAMC Draft Minutes of April 24, 2024

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board draft minutes of April 24, 2024.

SUMMARY:

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

1. TAMC Draft Minutes_April 24_2024

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY

DRAFT MINUTES OF APRIL 24, 2024 TAMC BOARD MEETING

1441 Schilling Place, Salinas, CA 93901, Cayenne Conference Room

Alternate locations: 168 W. Alisal Street, Salinas, CA 93901, 2nd Floor, Supervisor Alejo's Office

650 Canyon Del Rey Boulevard, Del Rey Oaks, CA 93940, Scott Donaldson's Office

TAMC BOARD MEMBERS	MAY 23	JUN 23	AUG 23	SEP 23	OCT 23	DEC 23	JAN 24	FEB 24	MAR 24	APR 24
Luis Alejo, Supr. Dist. 1, County Representative (Linda Gonzales, Javier Gomez)	P(A) (V)	P(A) (V)	P	P(A) (V)	P(A) (V)	P	P	P	P(A) (V)	P
Glenn Church, Supr. Dist. 2, (Marilyn Vierra, Leonie Gray)	P	P	P	P	P(A)	P	P	P	P	P(A)
Chris Lopez, Supr. Dist. 3, (Priscilla Barba) Chair	P	P(A)	P	P(A)	P	P	P	P	P	P(A)
Wendy Root Askew, Supr. Dist. 4, 2nd Vice Chair (Yuri Anderson, Eric Mora)	P(A)	P(A)	P	P(A)	P(A)	P	P	P	P	P(A)
Mary Adams, Supr. Dist. 5, (Colleen Courtney)	P	E	P	P	P	P(A)	P	P(A)	P	P(A)
Dave Potter, Carmel-by-the-Sea (Jeff Baron) 1st Vice Chair	P	P	P	A	P	P	P	P	P(V)	P(A)
Scott Donaldson, Del Rey Oaks (John Uy)	P	P	P	P	P	P	E	P(V)	P(V)	P
Jose Rios, Gonzales (Lorraine Worthy)	P	P	P	P	P	P	P	E	P	P
Rachel Ortiz, Greenfield (Robert White)	E	E	P	P	E	P	E	P	A	P
Michael LeBarre, King City, Past Chair (Carlos DeLeon)	E	P	P	P	P	P	P	P	P	P
Bruce Delgado, Marina (Jenny McAdams)	P	E	E	P(V)	P	P	P*	P	E	P
Edwin Smith, Monterey, (Kim Barber, Marissa Garcia, Andrea Renny)	P	P	P(A)	P	P	P	P(A)	P	P	P
Chaps Poduri, Pacific Grove, City Representative (Joe Amelio)	P	P	P	P	P	P	P	P	P	A
Andrew Sandoval, Salinas (Anthony Rocha)	P	P	P	P	P	P	P	P	E	P
Mary Ann Carbone, Sand City (Jerry Blackwelder)	P	A	A	P*	P	P	P	P	P	P
Ian Oglesby, Seaside, (David Pacheco)	P	P	A	P	P	P	P	P	P	P
Fernando Cabrera, Soledad (Anna Velasquez)	P	P	A	P	P	P*	E	P	E	P

Ex Officio Members:	MAY 23	JUN 23	AUG 23	SEP 23	OCT 23	DEC 23	JAN 24	FEB 24	MAR 24	APR 24
Maura Twomey, AMBAG (Heather Adamson, Bhupendra Patel, Paul Hierling)	P(A) (V)	P (V)	P(A)	P(A) (V)	P(A)	P(A) (V)	P(A) (V)	P	P(V)	P
Scott Eades, Caltrans, Dist. 5 (Orchid Monroy Ochoa, John Olejnik, Richard Rosales, Brandy Rider, Kelly McClendon, Dave Silberberger)	P(A)	P(A)	P(A)	P(A) (V)	P(A)	P(A) (V)	P(A)	P(A)	P(A) (V)	P(A)
Richard Stedman, Monterey Bay Air Resources District (David Frisbey)	P(A) (V)	P(A) (V)	P	A	P(A) (V)	A	E	E	P(A) (V)	P(A) (V)
Carl Miller, Monterey Regional Airport District (Richard Searle)	E	P	A	A	P*	P(V)	P(V)	P(V)	P(V)	P(A) (V)
Carl Sedoryk, Monterey-Salinas Transit (Lisa Rheinheimer, Michelle Overmeyer)	P(A)	P	P	P	P	P	P	P(A)	P	P
Eduardo Montesino, Watsonville	A	A	A	A	A	A	A	A	A	A
Glen Nelson, CSUMB (Nicole Hollingsworth)	P	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(V)	P(A) (V)

*P = present; P(A) = alternate present; P(V) = videoconference; E = excused absence;
A = absence; P*= New Representative*

TAMC STAFF	APR 23	MAY 23	JUNE 23	AUG 23	OCT 23	DEC 23	JAN 24	FEB 24	MAR 24	APR 24
D. Bilse, Principal Engineer	P	P	P	P	P	P	P	E	P	P
S. Strong, Legal Counsel	P	P	P	P	P	P	P(V)	P	P	P
A. Conlen, Senior Transp. Planner								P	P(V)	P
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	E	E	P	P	P(V)
A. Green, Principal Transp. Planner	P	E	P	P(V)	P(V)	P(V)	P(V)	P	P	P(V)
A. Guther, Transportation Planner	P	P	P	P	P	P	P	E	P	P
A. Hernandez, Transp. Planner	P	P	P	P	P	P	P	P	P	P
J. Kise, Dir. Finance & Administration	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	P	P	P
T. Muck, Executive Director	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Clerk of the Board	P	P	P	P	P	P	P	P	P	E
A. Sambrano, Transportation Planner				P	P	P	P	P	P	P
J. Strause, Assoc. Transp. Planner	P	P	P	P	P	P	P	E	E	E
C. Watson, Director of Planning	P	E	P	P	P	P	P	P	P	P
L. Williamson, Senior Engineer	P	P	P	P	P	P	P	P(V)	P	P
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	P	E
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Javier Gomez	Supervisor District 1 Office	Tyler LeSage	Caltrans D5
Linda Gonzalez	Supervisor District 1 Office	Jasmine Mejia	Supervisor District 1 Office
Dwight Stump	Corral de Tierra resident	Barry Jones	Public
Tony Harris	Consultant	Tony Grissim	Public
Karin Moss	Salinas Chamber of Commerce	Kevin Dayton	Salinas City Center
Monica Lal	Monterey Chamber of Commerce	Tom Rowley	Monterey resident
Gary Cursio	Monterey Co. Hospitality Assoc.	Eric Petersen	Salinas resident
Joseph W Heston	Paseo Del Sur resident		

1. QUORUM CHECK – CALL TO ORDER

Past Chair LeBarre called the meeting to order at 9:00 a.m. Maria Montiel, Administrative Assistant, called the roll and confirmed a quorum was established. Committee Member Smith led the pledge of allegiance.

2. PUBLIC COMMENTS

None this month.

3. CONSENT AGENDA

M/S/C Smith/ Carbone/unanimous

Abstain: Sandoval

The Board approved the consent agenda as follows:

ADMINISTRATION and BUDGET

3.1.1 Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of March 27, 2024.

3.1.2 Accepted the list of checks written for the month of March 2024 and credit card statements for the months of February 2024.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

3.2.1 Regarding Low Carbon Transit Operations Program:

1. Adopted resolution 2024-06 that the Transportation Agency for Monterey County shall act as a "contributing sponsor" and transfer its \$1,139,950 Fiscal Year 2023/24 allocation of Low Carbon Transit Operations Program funds to the Monterey Salinas-Transit District to support the fuel cell battery electric bus facility retrofits; and
2. Authorized the Executive Director or his designee to sign and execute on behalf of the Transportation Agency for Monterey County any actions and agreements necessary to pass funds through to Monterey-Salinas Transit.

PLANNING

3.3.1 Received update on state and federal legislative issues.

3.3.2 Adopted performance measures for the 2026 Regional Transportation Plan update.

PROJECT DELIVERY and PROGRAMMING

3.4.1 Regarding Regional Surface Transportation Program (RSTP) Fair Share Allocation:

1. Approved the request by the City of Monterey to program RSTP fair share funds for the Del Monte / Washington Intersection Bicycle and Pedestrian Improvement Project in the amount of \$208,940; and
2. Approved amending Exhibit A of the local funding agreement to include these projects and funding.

RAIL PROGRAM

3.5.1 Adopted Resolution 2024-05 authorizing the Executive Director, or their designee, to execute a Master Agreement and subsequent documents with Caltrans related to funding awards under the Transit and Intercity Rail Capital Program, pending approval by Agency Counsel.

REGIONAL DEVELOPMENT IMPACT FEE

3.6.1 No items this month.

COMMITTEE MINUTES AND CORRESPONDENCE

3.7.1 Accepted draft minutes from Transportation Agency committees:

- Executive Committee – draft minutes of April 3, 2024
- Rail Policy Committee – draft minutes of April 1, 2024
- Bicycle and Pedestrian Facilities Advisory Committee – draft minutes of April 3, 2024
- Technical Advisory Committee – draft minutes of April 4, 2024
- Excellent Transportation Oversight Committee – April 16, 2024, not available

3.7.2 Received Transportation Agency for Monterey County correspondence for April 2024.

END OF CONSENT AGENDA

4. SCENIC STATE ROUTE 68 CORRIDOR IMPROVEMENT PROJECT UPDATE**M/S/C** Smith/Alejo/unanimous

The Board of Directors Authorized the Executive Director to submit recommendations to Caltrans on the Scenic State Route 68 Corridor Improvement Project to:

1. Consider Alternative 1 (Roundabouts) as the project alternative that best meets the project objectives;
2. Identify and pursue funding for a Phase I that includes improvements to the intersections at San Benancio Road, Corral de Tierra, and Laureles Grade and construct wildlife crossings;
3. Ensure roundabout designs facilitate future upgrades to hybrid roundabouts with a focus on the intersections included in Phase I;
4. Continue to work with emergency responders to address concerns of project impacts on emergency response times; and
5. Request that Caltrans pursue interim operational improvements along the corridor focused on signal coordination that may include a pilot project to implement adaptive signal operations, with the recommendation to include all nine signals in the pilot project.

Doug Bilse, Principal Engineer, reported that the State Route 68 corridor experiences heavy congestion, causing travel delays, which mostly occur at signalized intersections. He noted that daily travel delays are predicted to nearly triple by the year 2045 with the existing intersection traffic controls and lane configuration.

Mr. Bilse noted that the SR 68 Draft Environmental Document evaluated two build alternatives to improve traffic along the approximately nine-mile stretch of State Route 68 and the nine signalized intersections from Josselyn Canyon Road to San Benancio Road. One alternative would modify each signalized intersection to add a second through lane in each direction that is merged back down to a single travel lane immediately downstream of the intersection. The second alternative would convert each signalized intersection into a roundabout. He noted that three public hearings were held to allow the public to review and submit comments on the environmental document. Mr. Bilse also presented a pilot project concept of using adaptive signal operations in the near term.

Public comment:

Barry Jones, Pasadera resident, commented that he supports the pilot project.

Dwight Stump, Monterey resident, commented that he encourages Caltrans to pursue the adaptive signal pilot project.

Joseph Heston, Paseo Del Sur resident, commented on the proposed roundabouts on SR 68.

Tom Rowley, Monterey resident, commented that safety improvements are needed at the west end of the corridor.

Eric Petersen, Salinas resident, commented that a series of roundabouts would be safer than signals for cyclists.

Monica Lal, Monterey Chamber of Commerce, spoke in support of the project.

Board Member Ian Oglesby asked about the cost of the adaptive signals. Doug Bilse replied that Caltrans needs to develop an estimate, and it would depend on the number of traffic signals.

Board Member Fernando Cabrera noted a need for more education for the public on how to navigate a roundabout.

Board Member Scott Donaldson expressed a concern about improvements on SR 68 moving traffic congestion into nearby cities.

Board Member Luis Alejo noted that workers in the hospitality industry who commute on this corridor are the County's second largest work force, and thanked Caltrans for reaching out to those workers at a recent outreach event.

5. TRANSPORTATION AGENCY MEMBERSHIP IN BUSINESS ORGANIZATIONS**M/S/C LeBarre/ Alejo/ passed**

Yes: Alejo, Barba, Donaldson, Rios, Ortiz, LeBarre, Smith, Carbone, and Oglesby

No: Gray, Mora, Baron, Delgado, Sandoval, and Cabrera

Abstain: Courtney

Absent: Poduri

Committee member LeBarre made an amended motion, seconded by Committee Member Alejo, to provide in writing to the Board what staff are currently doing regarding activities and memberships with organizations, and to notify the Board if or when staff joins another organization, and that staff continues the practice of not participating in any political or endorsement processes. The Board of Directors of the Transportation Agency for Monterey County provided direction to staff on Transportation Agency membership in community organizations that endorse candidates.

Executive Director Muck reported The Transportation Agency has been a member of the Monterey Peninsula Chamber of Commerce for 28 years, and a member of the Salinas Valley Chamber of Commerce for 23 years. The Agency is one of hundreds of members comprised of a broad spectrum of business, non-profit, educational, special districts, and public agencies, which include the Cities of Del Rey Oaks, Monterey, Sand City, and Seaside, the County of Monterey Economic Development Department, and the Monterey County Sheriff's Department. He noted that both chambers support the agency's mission, projects, and programs; and Agency staff find the memberships to be of value, as it allows staff to provide regular updates on Agency projects and programs.

Public comment:

Monica Lal, Monterey Peninsula Chamber of Commerce commented that the Chambers have separate funding allocations and need more leaders in the business community.

Karin Mossm Salinas Valley Chamber of Commerce commented that they also separate the funding and assist with sending out important messages to the community.

Gary Cursio, public, commented that the Transportation Agency used to be a member of the

Executive Director Muck reported that he stepped back from some organizations due to not meeting the needs and changed memberships.

M/S Sandoval/ Delgado/ Failed

Committee Member Sandoval made a motion, seconded by Committee Member Delgado, for the Executive Director to establish a policy about what type of organizations TAMC can be a member of, and take it to the Executive Committee for discussion.

M/S LeBarre/ Alejo/ Failed

Committee member LeBarre made a substitute motion, seconded by Committee Member Alejo, to direct staff to bring information to the Board if the Agency is planning to join any organization and continue the practice of not being involved in political and endorsement processes of any organizations.

6. REPORTS FROM TRANSPORTATION PROVIDERS

Caltrans District 5 – David Silberberger announced the following:

- Highway 1 Rocky Creek slip-out repairs are now underway to stabilize the existing one lane to allow for stoplight-controlled travel on the lane. Eventual solution likely to be a viaduct/bridge to reopen two lanes.

Monterey Regional Airport District – None

Monterey Salinas Transit District – Carl Sedoryk announced the following:

- On May 25, MST will have major service changes, including connections to the Bay Area.
- On Memorial Day weekend, the MST Free Trolley starts service in downtown Monterey.
- MST noted that 20 new drivers in training and MST is hiring for various other positions, visit mst.org for more information.

Monterey Bay Air Resources District – David Frisbey announced the following:

- A new round of Air District grants are available starting May 1 for bicycle, pedestrian, and electric vehicle infrastructure.

7. REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS AT AGENCY EXPENSE

No reports this month.

8. EXECUTIVE DIRECTOR'S REPORT

Executive Director Todd Muck announced the following:

- Community meeting on US 101 South of Salinas will be held on April 29 at Chualar Elementary School
- TAMC will follow the AB 2449 process for remote participation using “just cause” or “emergency circumstances”, noting that it has some limitations.

9. ANNOUNCEMENTS AND/OR COMMENTS

Committee Member Alejo announced a County General Plan meeting on May 9th, and a 30-day comment period on future housing development and maps planned on future growth.

10. ADJOURNMENT

Past Chair LeBarre adjourned the meeting at 11:25 a.m.

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: June 26, 2024
Subject: TAMC Draft Minutes of May 22, 2024

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board draft minutes of May 22, 2024.

SUMMARY:**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

1. TAMC Draft Minutes_May 22_2024

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY

DRAFT MINUTES OF MAY 22, 2024, TAMC BOARD MEETING

1441 Schilling Place, Salinas, CA 93901, Cayenne Conference Room

Alternate locations: 168 W. Alisal Street, Salinas, CA 93901, 2nd Floor, Supervisor Alejo's Office

650 Canyon Del Rey Boulevard, Del Rey Oaks, CA 93940, Scott Donaldson's Office

TAMC BOARD MEMBERS	JUN 23	AUG 23	SEP 23	OCT 23	DEC 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24
Luis Alejo, Supr. Dist. 1, County Representative (Linda Gonzales, Javier Gomez)	P(A) (V)	P	P(A) (V)	P(A) (V)	P	P	P	P(A) (V)	P	P
Glenn Church, Supr. Dist. 2, (Marilyn Vierra, Leonie Gray)	P	P	P	P(A)	P	P	P	P	P(A)	P
Chris Lopez, Supr. Dist. 3, (Priscilla Barba) Chair	P(A)	P	P(A)	P	P	P	P	P	P(A)	P(A)
Wendy Root Askew, Supr. Dist. 4, 2 nd Vice Chair (Yuri Anderson, Eric Mora)	P(A)	P	P(A)	P(A)	P	P	P	P	P(A)	P(A)
Mary Adams, Supr. Dist. 5, (Colleen Courtney)	E	P	P	P	P(A)	P	P(A)	P	P(A)	P
Dave Potter, Carmel-by-the-Sea (Jeff Baron) 1 st Vice Chair	P	P	A	P	P	P	P	P(V)	P(A)	P
Scott Donaldson, Del Rey Oaks (John Uy)	P	P	P	P	P	E	AB2	P(V)	P	P
Jose Rios, Gonzales (Lorraine Worthy)	P	P	P	P	P	P	E	P	P	P
Rachel Ortiz, Greenfield (Robert White)	E	P	P	E	P	E	P	A	P	P
Michael LeBarre, King City, Past Chair (Carlos DeLeon)	P	P	P	P	P	P	P	P	P	P
Bruce Delgado, Marina (Jenny McAdams)	E	E	P(V)	P	P	P*	P	E	P	AB2
Edwin Smith, Monterey, (Kim Barber, Marissa Garcia, Andrea Renny)	P	P(A)	P	P	P	P(A)	P	P	P	P(A)
Chaps Poduri, Pacific Grove, City Representative (Joe Amelio)	P	P	P	P	P	P	P	P	A	E
Andrew Sandoval, Salinas (Anthony Rocha)	P	P	P	P	P	P	P	E	P	P
Mary Ann Carbone, Sand City (Jerry Blackwelder)	A	A	P*	P	P	P	P	P	P	P
Ian Oglesby, Seaside, (David Pacheco)	P	A	P	P	P	P	P	P	P	P
Fernando Cabrera, Soledad (Anna Velasquez)	P	A	P	P	P*	E	P	E	P	P

Ex Officio Members:	JUN 23	AUG 23	SEP 23	OCT 23	DEC 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24
Maura Twomey, AMBAG (Heather Adamson, Bhupendra Patel, Paul Hierling)	P (V)	P(A)	P(A) (V)	P(A)	P(A) (V)	P(A) (V)	P	P(V)	P	P(A)
Scott Eades, Caltrans, Dist. 5 (Orchid Monroy Ochoa, John Olejnik, Richard Rosales, Brandy Rider, Kelly McClendon, Dave Silberberger)	P(A)	P(A)	P(A) (V)	P(A)	P(A) (V)	P(A)	P(A)	P(A) (V)	P(A)	P(A) (V)
Richard Stedman, Monterey Bay Air Resources District (David Frisbey)	P(A) (V)	P	A	P(A) (V)	A	E	E	P(A) (V)	P(A) (V)	A
Carl Miller, Monterey Regional Airport District (Richard Searle)	P	A	A	P*	P(V)	P(V)	P(V)	P(V)	P(A) (V)	A
Carl Sedoryk, Monterey-Salinas Transit (Lisa Rheinheimer, Michelle Overmeyer)	P	P	P	P	P	P	P(A)	P	P	P(A)
Eduardo Montesino, Watsonville	A	A	A	A	A	A	A	A	A	A
Glen Nelson, CSUMB (Nicole Hollingsworth)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(V)	P(A) (V)	P(A) (V)

*P = present; P(A) = alternate present; P(V) = videoconference; E = excused absence; AB2=AB 2449;
AB2a=AB 2449 alternate; A = absence; P*= New Representative*

TAMC STAFF	MAY 23	JUNE 23	AUG 23	OCT 23	DEC 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24
D. Bilse, Principal Engineer	P	P	P	P	P	P	E	P	P	P
A. Conlen, Senior Transp. Planner							P	P(V)	P	P
D. Delfino, Finance Officer/Analyst	P	P	P	P	E	E	P	P	P(V)	P
A. Green, Principal Transp. Planner	E	P	P(V)	P(V)	P(V)	P(V)	P	P	P(V)	P(V)
A. Guther, Transportation Planner	P	P	P	P	P	P	E	P	P	P(V)
A. Hernandez, Transp. Planner	P	P	P	P	P	P	P	P	P	P
J. Kise, Dir. Finance & Administration	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	P	P	P
T. Muck, Executive Director	P	P	P	P	P	P	P	P	P	P
M. Park, Finance Officer										P
E. Rodriguez, Clerk of the Board	P	P	P	P	P	P	P	P	E	P
A. Sambrano, Transportation Planner			P	P	P	P	P	P	P	P
J. Strause, Assoc. Transp. Planner	P	P	P	P	P	P	E	E	E	E
S. Strong, Legal Counsel	P	P	P	P	P	P(V)	P	P	P	P
C. Watson, Director of Planning	E	P	P	P	P	P	P	P	P	P
L. Williamson, Senior Engineer	P	P	P	P	P	P	P(V)	P	P	P
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	E	P(V)
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Javier Gomez	Supervisor District 1 Office	Jenny Kanter	Public
Linda Gonzalez	Supervisor District 1 Office	Bryan Rosen	Public
Eric Petersen	Salinas resident	Josh Metz	Monterey Bay DART
Norm Groot	Measure X Committee, Chair	Matt Beatty	Monterey Bay DART
Ed Mitchell	Measure X Committee alternate	Lauren Moffet	Public
Enrique Saavedra	Monterey County Public Works	Gary Cursio	Las Palmas resident
Scott Mace	Carmel resident		

1. QUORUM CHECK – CALL TO ORDER

Vice Chair Potter called the meeting to order at 9:00 a.m. Elouise Rodriguez, Clerk of the Board, called the roll and confirmed a quorum was established. Vice Chair Potter led the pledge of allegiance.

2. PUBLIC COMMENTS

Lauren Moffet, resident, commented on the proposed SURF! Project.

Bryan Rosen, resident, commented on the proposed SURF! Project.

Scott Mace, resident, commented on the proposed SURF! Project.

3. CONSENT AGENDA

M/S/C Alejo/ Carbone/unanimous

Vice Chair Potter pulled item 3.1.1 for approval at a future date.

The Board approved the consent agenda as follows:

ADMINISTRATION and BUDGET

3.1.1 Postponed approval of the minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of April 24, 2024.

Vice Chair Potter postponed this item until next month.

- 3.1.2 Accepted the list of checks written for the month of April 2024 and credit card statements for the months of April 2024.
- 3.1.3 Received report on conferences or trainings attended by agency staff.
- 3.1.4 Approved out-of-state travel for one staff member to attend the Netherlands Study Visit 2024 with the Dutch Cycling Embassy in Amsterdam, Netherlands, June 2-7, 2024, for an amount not to exceed \$3,000.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1 No items this month.

PLANNING

- 3.3.1 Regarding Legislative Update:
 - 1. Received update on state and federal legislative issues; and
 - 2. Ratified Executive Committee direction to TAMC's state legislative analyst related to the Trade Corridor Enhancement Program.

PROJECT DELIVERY and PROGRAMMING

- 3.4.1 Regarding Alisal Greening & Beautification - Sidewalk Art Contract:
 - 1. Approved and authorized the Executive Director, or their designee, to execute an agreement with Artists Ink, subject to approval by Agency Counsel, for an amount not to exceed \$215,000 to install sidewalk art in East Salinas for the period ending December 31, 2029;
 - 2. Approved the use of Clean California grant and Measure X Safe Routes to School funds budgeted for this purpose; and
 - 3. Authorized the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the agreement including approval of future modifications or amendments that do not significantly alter the scope of work or change the approved agreement term or amount.

RAIL PROGRAM

- 3.5.1 No items this month.

REGIONAL DEVELOPMENT IMPACT FEE

- 3.6.1** Approved the 2024 Strategic Expenditure Plan and fee schedule updates for the Regional Development Impact Fee program.

COMMITTEE MINUTES AND CORRESPONDENCE

- 3.7.1** Accepted draft minutes from Transportation Agency committees:

- Executive Committee – draft minutes of May 1, 2024
- Rail Policy Committee – No meeting
- Bicycle and Pedestrian Facilities Advisory Committee – draft minutes of May 1, 2024
- Technical Advisory Committee – draft minutes of May 2, 2024
- Excellent Transportation Oversight Committee – No meeting

- 3.7.2** Received Transportation Agency for Monterey County correspondence for May 2024.

END OF CONSENT AGENDA

4. 2024 NATIONAL PUBLIC WORKS WEEK**M/S/C**

Church/Adams/unanimous

The Board of Directors approved Proclamation for 2024 National Public Works Week.

Executive Director Todd Muck reported that the Transportation Agency for Monterey County's proclamation declaring the week of May 19-25 as National Public Works Week joins others from around California and the United States, to pay tribute to public works planners, engineers, managers, administrative staff, and operators in recognition of the substantial contributions they make to our community's health, safety, and quality of life.

Public works professionals advance the quality of life by providing an infrastructure of services in transportation, water, wastewater, and stormwater treatment, public buildings and spaces, parks and grounds, emergency management and first response, solid waste, and right-of-way management. They make our communities dynamic places to live and work.

The theme for the 2024 National Public Works Week is "Advancing Quality of Life for All". This year's theme shines a spotlight on the way public works professionals advance our quality of life, whether as a first responder to an electricity outage, regular waste pickup, or a myriad of other ways they serve their communities.

5. EMPLOYEE OF THE QUARTER

The Transportation Agency Board of Directors presented Alissa Guther, Transportation Planner, as Employee of the Quarter for January 1 – March 31, 2024.

The Agency employees recognized Alissa for having a great attitude, for her professionalism, for being a great team player, and for her hard work. They congratulated her for securing grants for multiple projects, as a result of which success she has transitioned from grant-writing to project-managing this quarter, publishing two Requests For Proposals (RFPs).

6. TORO PARK AND SERRA VILLAGE CUT THROUGH TRAFFIC PROJECT**M/S/C**

Adams/Carbone/unanimous

The Board of Directors approved the use of Measure X funds budgeted for the Scenic State Route 68 Corridor Improvement Project in an amount not to exceed \$150,000 for a pilot project to address cut through traffic impacting Toro Park and Serra Village neighborhoods.

Doug Bilse reported that State Route 68 experiences recurring congestion during typical commute hours. Drivers commonly avoid this congestion by driving on Portola Drive, which serves the residential areas known as Toro Park and Serra Village. Staff has been working with this community to identify a pilot project intended to eliminate this cut through traffic. The pilot project will implement a partial road closure of Torero Drive at the intersection of Bravo Court. TAMC and the County of Monterey will continue to work with the community to find ways to minimize impact to commuters living in Toro Park and monitor the traffic through Serra Village during the pilot project. Any remaining funds from the pilot project can be used to develop plans and cost estimates for a permanent solution.

Board member Adams thanked Doug for his time, noting the community wants to find a solution, and urged the Board support this funding to move forward with the pilot project.

Public comment:

Suane du Verrier, Toro Park Homeowners Association President, commented in support of the proposed pilot project.

Jenny Kanter, Toro Park resident, commented in opposition to the proposed pilot, noting support for an alternative solution.

Gary Cursio, Monterey County resident, expressed support for approval of a pilot program.

Nick Belli, Toro Park resident, commented in support of the proposed pilot project.

Christina Brigantino, Serra Village Homeowners Association President, commented in support of the proposed pilot project.

7. MEASURE X SIXTH YEAR AUDIT (FY22/23) RESULTS AND THE MEASURE X ANNUAL REPORT

Received presentation on the Measure X Sixth Year Audit (FY22/23) results and the Measure X Annual Report.

Norm Groot, Chair of the Measure X Citizens Oversight Committee, presented the results of the Measure X sixth year audit (fiscal year 2022/23) and the Measure X Annual Report to the TAMC Board of Directors. In the past fiscal year, 2022/2023, Measure X generated \$39.6 million in revenues. Of that amount, 60% was distributed to the cities and County for local street and road projects, while the remaining 40% was programmed to regional safety and mobility projects. The Measure X audit subcommittee conducted an independent audit of the revenues and expenditures of Measure X funds and prepared the Measure X Annual Report.

Ed Mitchell, alternate member of the Measure X Citizens Oversight Committee, commended Executive Director Muck and Committee chair Norm Groot.

Lauren Moffet, resident, commented on the proposed SURF! Project.

Bryan Rosen, resident, commented on the proposed SURF! Project.

PRESENTATION ON MONTEREY BAY DRONE, AUTOMATION AND ROBOTICS TECHNOLOGY (MB DART) INITIATIVE

M/S/C

Alejo/Adams/unanimous

Received presentation on the Monterey Bay Drone, Automation and Robotics Technology (MB DART) initiative and directed staff to agendaize an action to support this project at the June 2024 meeting.

Josh Metz reported that the Monterey Bay Drone, Automation, and Robotics Technology (MB DART) and its regional partners are pursuing Federal Department of Transportation Strengthening Mobility and Revolutionizing Transportation (SMART) grant funds to conduct demonstration projects focused on advanced smart community technologies and systems to improve transportation efficiency and safety. MBDART would like TAMC to consider taking a lead applicant role for this Central Coast focused proposal. There is no local match requirement, though in-kind contributions from program partners will make the application more competitive.

Bryan Rosen, resident, commented with concerns about drones.

Lauren Moffet, resident, commented with concerns about drones.

Larry Samuels, Monterey Bay Tech Coalition, spoke in support of the project.

Matt Nelson, Salinas Airport, expressed his support for drones.

FINAL OVERALL WORK PROGRAM, BUDGET, AND INTEGRATED FUNDING STRATEGY**M/S/C**

Alejo/Carbone/unanimous

Fiscal Year 2024/25 Budget & Overall Work Program:

1. Approved Resolution 2024-07 adopting the fiscal year 24/25 budget and estimated budgets for fiscal years 25/26 and 26/27 and the Overall Work Program for FY 24/25, pending review and approval by Agency Counsel; and
2. Approved the 2024 Integrated Funding Strategy.

Jeff Kise, Director of Finance & Administration, highlighted the changes from last presented in February. Agency staff has incorporated comments from Caltrans into to the final proposed Overall Work Program to be presented to the Board in May with the fiscal year 2024/25 budget.

REPORTS FROM TRANSPORTATION PROVIDERS

Caltrans District 5 – Orchid Monroy-Ochoa announced the following:

- Highway 1 Rocky Creek has opened on May 17; eventual solution likely to be a viaduct/bridge to reopen two lanes.

Monterey Regional Airport District – None

Monterey Salinas Transit District – Lisa Rheinheimer announced the following:

- Summer Youth Passes are \$38, MST has 225 free passes and is working with the schools and nonprofit organizations to deliver.
- On Memorial Day weekend, the MST Free Trolley starts service in downtown Monterey.

Monterey Bay Air Resources District – None

7. REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS AT AGENCY EXPENSE

No reports this month.

8. EXECUTIVE DIRECTOR'S REPORT

Executive Director Todd Muck announced the following:

- Introduced TAMC new employee Mi Ra Park, Finance Officer
- Annual Report 2023, mailed out to Monterey County residents
- FORTAG Groundbreaking Ceremony May 29, 2024, 1:30 to 2:30 p.m., Del Rey Oaks City Hall Parking Lot, 650 Del Rey Boulevard, Del Rey Oaks

9. ANNOUNCEMENTS AND/OR COMMENTS

None.

10. ADJOURNMENT

Vice Chair Potter adjourned the meeting at 11:18 a.m.

Memorandum

To: Board of Directors
From: Dave Delfino, Finance Officer/Analyst
Meeting Date: June 26, 2024
Subject: TAMC Payments for the month of May 2024

RECOMMENDED ACTION:

ACCEPT the list of checks written for May 2024 and the credit card statement for the month of April 2024.

SUMMARY:

The list of checks and copies of credit card statements are submitted to the Transportation Agency Board each month in accordance with the recommendation from the Transportation Agency's independent Certified Public Accountant to keep the Board informed about the Transportation Agency's financial transactions.

FINANCIAL IMPACT:

The checks processed and ACH transfers this period total \$505,228.98 which included checks written for May 2024 and payment of the April 2024 Platinum Plus Credit Card statement.

DISCUSSION:

During the month of May 2024, normal operating checks were written and ACH transfers were processed, as well as a check for \$15,790.99 to HDR Engineering Inc. and a check for \$3,296.29 to Union Pacific Railroad all for engineering design services for the Salinas Rail Extension Kick-Start Project, a check for \$124,061.82 to GHD Inc. for design engineering review services for the HWY 68 – Salinas to Monterey project, two checks totaling \$9,490.00 to Smith and Enright Landscaping Inc. for weed mowing for fire abatement for the Castroville and Salinas properties, a check for \$3,455.28 to We Creative for design services and a check for \$47,382.00 for printing all for the Annual Report, two checks totaling \$32,229.08 to the Monterey County Health Department for services and an ACH transfer for \$3,199.00 to InComm Digital Solution, LLC for debit cards all for the Safe Routes to School projects and two checks totaling \$3,072.00 to Streamline for the website platforms for TAMC and the Rideshare program.

ATTACHMENTS:

1. Checks May 2024
2. Credit Card April 2024

WEB ATTACHMENTS:

Transportation Agency for Monterey County (TAMC)
Union Bank Operating Account
May 2024

DATE	ITEM	NAME	CHECK	DEPOSIT	DESCRIPTION
05/01/2024	EFT	CalPers Health Benefits	14,436.85		Employee Benefit
05/01/2024	EFT	State of California		304,328.59	Freeway Service Grant for 22/23
05/02/2024	EFT	Graniterock		9,047.40	Railroad Right of Way Rent
05/07/2024	21401	AAMCOM LLC	296.00		SAFE Call Box - Answering Service
05/07/2024	21402	Alvarez Technology Group, Inc. (CA)	3,140.75		Computer Support
05/07/2024	21403	California Highway Patrol	505.76		Freeway Service SAFE Call Box Program
05/07/2024	21404	ENR	99.99		Subscriptions
05/07/2024	21405	FedEx (Printing)	1,354.04		Printing for the Safe Routes to School Program
05/07/2024	21406	Gannett California LocaliQ	115.56		Advertising for the Safe Routes to School Program
05/07/2024	21407	Khoury Consulting LLC	6,000.00		State Legislative Consultant
05/07/2024	21408	MCOG	2,000.00		Dues for Rural County Group
05/07/2024	21409	Office of the County Counsel	5,318.40		Legal Services
05/07/2024	21410	Petty Cash	178.81		Miscellaneous Office Expenses
05/07/2024	21411	Streamline	2,988.00		Platform for TAMC Website
05/07/2024	21412	The Maynard Group	713.90		Telephone Equipment Lease
05/07/2024	21413	Uretsky Investigations	150.00		Background Check of New Employee
05/07/2024	21414	Verizon Wireless	26.53		Call Box-Phone Service
05/07/2024	21415	VSP	207.94		Employee Benefits
05/07/2024	21416	Delta Dental	968.09		Employee Benefits
05/07/2024	21417	Washington Union School District	75.00		Rent for Community Meeting
05/07/2024	EFT	InComm Digital Solutions, LLC	3,199.00		Prizes for the Safe Routes to School Program
05/07/2024	DEP	Cappo, Monterey Motors, Lithia and Haedrich		10,410.13	Railroad Right of Way Rent
05/08/2024	21418	Alvarez Technology Group (TX)	680.09		Computer Support
05/10/2024	DEP	Cardinale		3,740.00	Railroad Right of Way Rent
05/10/2024	DEP	State of California		34,409.08	SAFE - Revenue - March 2024
05/10/2024	EFT	Payroll	49,976.56		Payroll
05/10/2024	EFT	United States Treasury	11,440.00		Payroll Taxes & Withholding
05/10/2024	EFT	EDD	4,815.25		Payroll Taxes & Withholding
05/10/2024	EFT	Pers Retirement	9,175.79		Employee Benefits
05/10/2024	EFT	Pers Retirement PEPRA	3,511.77		Employee Benefits
05/10/2024	EFT	CalPERS	8,791.07		Employee Benefits
05/10/2024	EFT	Maria Montiel	125.77		Meeting Supplies
05/14/2024	EFT	U.S. Bancorp	45.37		Bank Charges
05/16/2024	21419	Business Card	15,532.49		Office and Meeting Supplies, Staff Travel, Payroll Service & Professional Training
05/16/2024	21420	Comcast	255.94		Telecommunication
05/16/2024	21421	De Lage Landen Financial Services	319.02		Office Copier Lease
05/16/2024	21422	Gannett California LocaliQ	115.56		Advertising for the Safe Routes to School Program
05/16/2024	21423	GHD Inc. (formerly Omni Means)	124,061.82		Design Engineering Services for FORTAG Del Rey Oaks and California Segments
05/16/2024	21424	Monterey County Health Dept.	29,554.27		Services for the Safe Routes to School Program
05/16/2024	21425	Oppidea, LLC	2,685.00		Accounting Services
05/16/2024	21426	Printworks Solutions	47,382.00		Printing for the Annual Report
05/16/2024	21427	Smile Business Products Inc.	270.28		Office Copier Expenses
05/16/2024	21428	Smith & Enright Landscaping Inc.	3,150.00		Weed Mowing for Fire Abatement of Salinas Property

05/16/2024	21429	Streamline	84.00	Rideshare Website Platform Service
05/16/2024	21430	Smile Business Products Inc.	8.43	Office Copier Expenses
05/22/2024	21431	Void	0.00	Void
05/22/2024	21432	Void	0.00	Void
05/22/2024	21433	Void	0.00	Void
05/22/2024	21434	Void	0.00	Void
05/22/2024	21435	American Public Transportation Association	1,084.00	Association Dues
05/22/2024	21436	Encore	125.00	Services for HWY 68 Public Meeting
05/22/2024	21437	Smith & Enright Landscaping Inc.	6,340.00	Weed Mowing for Fire Abatement of Castroville Property
05/22/2024	21438	Lincoln National Life Insurance Co.	817.00	Employee Benefits
05/22/2024	21439	Void	0.00	Void
05/24/2024	EFT	Payroll	52,448.41	Payroll
05/24/2024	EFT	United States Treasury	11,537.42	Payroll Taxes & Withholding
05/24/2024	EFT	EDD	4,859.98	Payroll Taxes & Withholding
05/24/2024	EFT	Pers Retirement	9,175.79	Employee Benefits
05/24/2024	EFT	Pers Retirement PEPRA	3,511.77	Employee Benefits
05/24/2024	EFT	CalPERS	8,791.07	Employee Benefits
05/24/2024	EFT	Dave Delfino	1,359.00	Staff Development & Travel
05/24/2024	EFT	Jefferson Kise	219.05	Section 125 Reimbursement
05/24/2024	EFT	Aaron Hernandez	100.00	Reimbursement for Food for King City Community Celebration
05/24/2024	DEP	City of Marina	5,823.00	Railroad Right of Way Rent
05/29/2024	EFT	Graniterock	9,047.40	Railroad Right of Way Rent
05/31/2024	21440	Alvarez Technology Group, Inc. (CA)	305.00	Computer Support
05/31/2024	21441	Clinica de Salud del Valle de Salinas	9,038.42	Rent
05/31/2024	21442	HDR Engineering Inc.	15,790.99	Engineering Design Review for Salinas Rail Extension Kick-Start Project
05/31/2024	21443	Thorn Run Partners, LLC	48.76	Federal Legislative Consultant
05/31/2024	21444	Union Pacific Railroad Company	3,296.29	Engineering Design for Salinas Rail Extension Kick-Start Project
05/31/2024	21445	VSP	207.94	Employee Benefits
05/31/2024	21446	We The Creative	3,455.28	Design Services for Annual Report
05/31/2024	21447	Thorn Run Partners, LLC	10,000.00	Federal Legislative Consultant
05/31/2024	21448	Monterey County Health Dept.	2,674.81	Services for the Safe Routes to School Program
05/31/2024	21449	Office of the County Counsel	6,287.90	Legal Services
05/31/2024	DEP	Lithia and Marina Concrete	2,796.58	Railroad Right of Way Rent
05/31/2024	DEP	City of Salinas	40,819.09	Grant Funds for Alisal Greening
05/31/2024	EFT	State of California	135,771.03	Rural Planning Assistance (RPA) 3rd Qtr. 23/24
TOTAL			505,228.98	556,192.30

Credit Card April 2024



ELOUISE RODRIGUEZ

Business Card

April 05, 2024 - May 04, 2024

Cardholder Statement

Account Information:
www.bankofamerica.com

Mail Billing Inquiries to:
BANK OF AMERICA
PO BOX 660441
DALLAS, TX 75266-0441

Mail Payments to:
BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

Customer Service:
1.800.673.1044, 24 Hours

Outside the U.S.:
1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total \$15,532.49
Minimum Payment Due **\$155.32**
Payment Due Date **05/30/24**

Late Payment Warning: If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date:
\$0.00 for balance less than \$100.01
\$29.00 for balance less than \$1,000.01
\$39.00 for balance less than \$5,000.01
\$49.00 for balance equal to or greater than \$5,000.01

Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance.

Account Summary

Previous Balance \$10,252.06
Payments and Other Credits -\$10,252.06
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$15,532.49
Fees Charged \$0.00
Finance Charge \$0.00
New Balance Total \$15,532.49

Credit Limit \$20,000
Credit Available \$4,467.51
Statement Closing Date 05/04/24
Days in Billing Cycle 30

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
04/24	04/23	PAYMENT - THANK YOU		- 10,252.06
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				-\$10,252.06
Purchases and Other Charges				
04/05	04/04	TST* THE BAGEL CORNER 8317718670 CA		28.43
04/05	04/04	VARIDESK* 1800 207 258 8002072587 TX		573.56
04/08	04/06	DEVICEMAGIC 8559970800 NC		192.60
04/09	04/08	INTUIT *TSheets 8338309255 CA		140.00
04/09	04/08	GROUPGREETING 4155626079 CA		93.00
04/09	04/09	AMZN Mktp US*4Y14JZM3 8662161072 WA		165.79

Account Number:
April 05, 2024 - May 04, 2024

New Balance Total \$15,532.49
Minimum Payment Due **\$155.32**
Payment Due Date **05/30/24**

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

Enter payment amount

\$

For change of address/phone number, see reverse side.

ELOUISE RODRIGUEZ
TAMC
ATTN DAVE DELFINO
55 PLAZA CIR STE B
SALINAS, CA 93901-2952

Mail this coupon along with your check payable to:
BUSINESS CARD,
or make your payment online at
www.bankofamerica.com

ELOUISE RODRIGUEZ

April 05, 2024 - May 04, 2024

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
04/10	04/09	AMZN Mktp US*VX9MU0RO3 8662161072 WA		1,308.36
04/10	04/09	AMZN Mktp US*ZO8UF2J33 8662161072 WA		69.92
04/10	04/09	AMZN Mktp US*4N3AL5YT3 8662161072 WA		25.12
04/10	04/09	LA PLAZA BAKERY - SOLE 8316781452 CA		430.66
04/10	04/10	AMZN Mktp US*AH0FB7B53 8662161072 WA		37.12
04/11	04/10	ELCHARRITO* EL CHARRIT SALINAS CA		257.78
04/11	04/10	AMZN Mktp US*8K5MJ4B93 8662161072 WA		19.93
04/12	04/11	AMZN Mktp US*V37BZ8QH3 8662161072 WA		36.20
04/12	04/11	SQ *MIKESIGNS, INC. 8774174551 CA		178.92
04/12	04/11	ELCHARRITO* EL CHARRIT SALINAS CA		32.67
04/12	04/11	SMART AND FINAL 431 8317541068 CA		80.44
04/15	04/12	AMZN Mktp US*IB07H92O3 8662161072 WA		2,621.00
04/18	04/16	STARBUCKS STORE 08659 8314420460 CA		22.00
04/18	04/16	FOODMAXX #405 SALINA SALINAS CA		31.67
04/18	04/17	SPLASH CAR WASH 8317558000 CA		15.00
04/22	04/20	AMZN Mktp US*1F79Y6JW3 8662161072 WA		218.45
04/23	04/23	REI.COM 800-426-4840 8004264840 WA		304.73
04/24	04/22	PODIUM PROS INC 7054366745 ON		3,544.15
04/25	04/23	STARBUCKS STORE 06629 8317513420 CA		44.00
04/25	04/24	AMZN Mktp US*814PN2QB3 8662161072 WA		16.90
04/29	04/26	SQ *COPYMAT 8774174551 CA		458.85
04/29	04/26	AMZN Mktp US*HT0PC74F3 8662161072 WA		209.68
04/29	04/26	SPLASH CAR WASH 8317558000 CA		15.00
04/29	04/26	DUST BOWL BREWERY & TA 2092502043 CA		4,000.00
04/29	04/28	AMZN Mktp US*D81VQ9G33 8662161072 WA		65.40
04/29	04/26	SALAD SHOPPE 8314229600 CA		27.86
04/30	04/29	KB CAFE 8664350666 CA		50.77
05/01	04/29	STARBUCKS STORE 06629 8317513420 CA		44.00
05/02	05/01	TST* THE BAGEL CORNER 8317718670 CA		28.06
05/02	05/02	RALEY'S ONLINE #905 9163766606 CA		115.70
05/03	05/02	TST* THE BAGEL CORNER 8317718670 CA		28.77
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$15,532.49

Finance Charge Calculation

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	29.49% V	\$0.00	\$0.00

V = Variable Rate (rate may vary), Promotional Balance = APR for limited time on specified transactions.

Important Messages

We want to remind you of a few things you can do to help avoid late fees and finance charges:

- Schedule automatic payments to your corporate account, so they're not late.
- Create alerts to let you know when your payments are due or posted to your corporate account, and have them delivered to your phone or email.

Turn on automatic payments and alerts through Business Advantage 360 at Bankofamerica.com/SmallBusiness or our mobile app.

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: June 26, 2024
Subject: **Conferences and Training Attended by Agency Staff**

RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

SUMMARY:

Agency staff attend conferences or trainings at Agency expense that are pertinent to their roles in pursuing the Agency's mission. These events allow the staff to stay current and participate in the development of transportation practices and policies related to their roles.

FINANCIAL IMPACT:

Expenses related to staff training are included in the Travel and Training item in the adopted Agency budget.

DISCUSSION:

From May 13-17, 2024, Ariadne Sambrano, Transportation Planner, attended the virtual Caltrans Planning Academy, a comprehensive training program designed to enhance the skills and knowledge of transportation planners.

Summaries of conferences attended are **attached**.

ATTACHMENTS:

1. 2024 Caltrans Virtual Transportation Planning Basic Academy Conference

WEB ATTACHMENTS:

Memorandum

To: Board of Directors
From: Ariadne Sambrano, Transportation Planner
Meeting Date: June 26, 2024
Subject: 2024 Caltrans Transportation Planning Basic Academy

From May 13-17, 2024, I attended the Caltrans Planning Academy, a comprehensive training program designed to enhance the skills and knowledge of transportation planners. As a new transportation planner, this academy was crucial in providing further knowledge and practical insights necessary for my role. The program covered various aspects of transportation planning, including equity, sustainability, community engagement, and project development. This report summarizes the key sessions and takeaways from the event.

Key Sessions and Takeaways:

Day 1: Introductions and First Steps in Planning

- 1. Planning and Modal Programs Overview - Marlon Flournoy**
 - Networking: Emphasized building connections within the transportation planning community.
 - Four Principles: Focused on safety, sustainability, equity, and mobility.
 - Guiding Documents: Introduced the California Transportation Plan (CTP), Climate Action Plan for Transportation Infrastructure (CAPTI), and the State Rail Plan.
- 2. California Transportation Plan (CTP) - Mike Jones**
 - Purpose: Aims to present innovative, sustainable mobility solutions addressing economic growth and climate impacts.
 - GHG Emissions: Strategies for reducing greenhouse gas emissions and vehicle miles traveled (VMT).
- 3. Equity in Transportation Planning - Carolyn Craft Abrams**
 - Historical Context: Learned about the Impact of past policies on marginalized communities.
 - Equity Strategies: Learned various methods for addressing disparities through engagement and community health initiatives.
- 4. Community Engagement - Sara Rosen and Kiranjit Parmar**
 - Engagement Strategies: Learned about Caltrans steps to assess readiness and develop public engagement plans.
 - Building Trust: Importance of transparency and continuous engagement.
- 5. Sustainability and Climate Action - Barbara Marquez**
 - Definition: Focusing on people, planet, and prosperity.

- Climate Action: Strategies for reducing transportation-related GHG emissions and promoting zero-emission vehicle technology.
6. **Native American Coordination - Lonora Graves**
- Tribal Sovereignty: Legal and policy frameworks governing state interactions with tribes.
 - Collaboration: Best practices for engaging with Native American communities through meaningful consultation.
-

Day 2: Development of Plans and Projects

1. **Active Transportation & Complete Streets – Naila Sharmeen & Audrey Ogden**
 - Complete Streets: Principles aimed at making streets safe and accessible for all users.
 - Design Strategies: Measures like traffic calming, enhanced crosswalks, and bike lanes.
 2. **Transit Planning - Josh Pulverman**
 - Sustainable Systems: Learned about the need for efficient transit systems integrating with other transportation modes.
 - Performance Measures: Key measures for evaluating transit projects such as ridership and service frequency.
 3. **Statewide Rail Planning – Shannon Simonds**
 - Integrated Network: Creating an integrated statewide transportation network.
 - Service-Led Design: Designing the rail network to meet service goals first.
 4. **Corridor & System Planning - Roy Abboud**
 - Comprehensive Planning: Integrating various transportation modes to address current and future needs.
 - Project Development: Developing and implementing multimodal corridor plans.
 5. **Regional Community Planning - Leslie Creason**
 - Role of Regional Planning: Ensuring projects align with regional goals and community needs.
 - Community Involvement: Engaging community members in the planning process.
 6. **Freight Planning - Kalin Pacheco & Kelly McClendon**
 - Critical Role of Freight: Essential for the economy, addressing potential disruptions.
 - Freight Mobility Plan: Improving efficiency and sustainability of freight movement.
-

Day 3: Considerations and Tools

1. **Statewide Modeling and Research - Katie Murphy, Tyler Monson & Ryan Mak**
 - Freight Forecasting: Learned about forecast freight demand and analyze impacts.
 - Microsimulation Modeling: Learned about simulating vehicle movements to analyze traffic.
2. **Climate Adaptation Planning - Jacob Lummen**
 - Vulnerability Assessments: Learned to identify climate vulnerabilities based on Caltrans previous assessments and tools for incorporating climate adaptation into planning.
3. **Environmental Analysis and SB 743 - Peter Bond & Chris Kuzak**
 - SB 743 Implementation: Shifted focus from Level of Service (LOS) to Vehicle Miles Traveled (VMT).
 - VMT Analysis: Process of analyzing VMT impacts and developing mitigation measures.

4. **Discretionary Programs and Local Assistance - Robert Peterson**

- Grant Programs: Overview of federal discretionary grant programs.
 - Project Oversight: Ensuring compliance with federal requirements and successful implementation.
-

Day 4: Project Selection and Development

1. **Capital Projects and Strategic Investment Planning - Liza Walker, Braden Duran & Gus Alfaro**

- Capital Outlay Support: Phases of COS projects, emphasizing early engagement and community involvement.

2. **Project Initiation Document (PID) Process - Macy Nourani**

- Purpose of PIDs: Outlining project purpose, conducting alternative analyses, and developing scope, cost estimates, and schedules.

3. **Senate Bill 1 (SB 1) - Shalini Chandra**

- Overview of SB 1: Funding stream to improve transportation infrastructure.
 - Accountability Measures: Ensuring proper use of funds with oversight.
-

Day 5: Other Areas of Planning and Tying it All Together

1. **Aeronautics - Matthew Friedman**

- Aeronautics Program: Learned about Caltrans role in regulating airports and integrating multi-modal strategies.

2. **Cal Trans Maintenance - Cathrina Barros**

- Focusing on Caltrans goals on safety, preservation, quality of travel, and innovation.

3. **Emergency Services - Derek Kantar**

- Emergency Planning: Coordinating response to emergencies impacting infrastructure.

4. **Tying It All Together - Marlon Flournoy**

- Review: Summarized key themes and encouraged application of knowledge gained during the academy.
-

Conclusion

The Caltrans Planning Academy provided invaluable insights into various aspects of transportation planning. Key takeaways include a comprehensive understanding of SB 1 funding and its associated accountability measures, the practical implementation of Vehicle Miles Traveled (VMT) under SB 743, and advanced strategies for rail and transit planning. Additionally, the academy placed significant emphasis on the importance of active transportation and complete streets, highlighting design strategies that promote safety and accessibility for all users. Effective community engagement techniques were also a focal point, underscoring the necessity of building trust and ensuring diverse stakeholder involvement. These learnings will significantly enhance my overall knowledge and capability to contribute to future transportation projects and initiatives. Most importantly, the academy provided a deeper appreciation for the collaborative work of our Caltrans partners, fostering a stronger foundation for future cooperation and success.

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: June 26, 2024
Subject: **Revised Procurement Policies and Procedures and Contract Management Manual**

RECOMMENDED ACTION:

APPROVE the revised Procurement Policies and Procedures and Contract Management Manual.

SUMMARY:

Approving the revised policies will bring it up to date with recently adopted changes to the Caltrans Local Assistance Procedures Manual. The Agency's Procurement Policies and Procedures and Contract Management Manual was adopted by the Board of Directors in April 2016 and last amended in April 2022.

FINANCIAL IMPACT:

Approving this updated procurement manual will ensure that TAMC's procurement practices are efficient, legal, and keep pace with changes to the Caltrans Local Assistance Procedures Manual.

DISCUSSION:

Changes to the procurement policies since the Board last adopted the manual in 2022 includes:

- Updated forms for Architectural and Engineering audit requests; and
- Updated links to internal forms to be used for procurements.

The revised manual, showing changes, is online as a **web attachment**. Adopting these changes will enable TAMC staff to proceed with soliciting and executing contracts efficiently and legally.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [TAMC Procurement Manual - June 2024 \(Draft\)](#)

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: June 26, 2024
Subject: Revised TAMC Contract Template for Professional Services

RECOMMENDED ACTION:

APPROVE revised contract template for use in contracting for professional services.

SUMMARY:

TAMC has approved a template agreement for contracts that are intended to conform closely with revised Caltrans requirements. Staff recommends changes to the existing standard contract template to comply with recent changes to the Caltrans Local Assistance Procedures Manual and to add specifics as to signature authority.

FINANCIAL IMPACT:

Approving a revised contract template protects TAMC in the context of changing state and federal contracting rules. There is no direct financial impact from this action.

DISCUSSION:

Highlighted sections in the contract template indicate areas for the project manager to edit based on the type of funding and project. This contract template is not used for construction contracts. Any contracts over the \$50,000 threshold will continue to be brought to the Board on an individual basis for approval, and any contracts let under the Executive Director's \$50,000 threshold for approval will be listed in the appropriate Board report. Staff recommends the Board approve this template for future contracts.

The revised contract template is online as a **web attachment**, showing changes from the version last approved in 2021. Upon Board approval of this template, track changes can be approved and staff can proceed with new contracts using the updated template.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [TAMC Contract Template \(Draft\)](#)

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: June 26, 2024
Subject: Revised Request for Proposals/Qualifications Template

RECOMMENDED ACTION:

APPROVE revised Request for Proposals/Qualifications templates.

SUMMARY:

Approving the revised Request for Proposals/Qualifications templates will bring them up to date with recently adopted changes to the Caltrans Local Assistance Procedures Manual.

FINANCIAL IMPACT:

Approving revised Request for Proposals/Qualifications templates protects TAMC in the context of changing state and federal contracting rules. There is no direct financial impact from this action.

DISCUSSION:

Highlighted sections in the Request for Proposal (RFP) and Request for Qualifications (RFQ) templates indicate areas for the project manager to edit based on the type of funding and project. Staff recommends the Board approve these templates for future work.

The revised RFP template and RFQ amendment templates, showing changes from the versions last approved in 2020, are online as **web attachments**. Upon Board approval, track changes will be accepted and staff can proceed with future solicitations using the appropriate format.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Request for Proposals \(RFP\) template \(Draft\)](#)
- [Request for Qualifications \(RFQ\) template \(Draft\)](#)

Memorandum

To: Board of Directors
From: Aaron Hernandez, Transportation Planner
Meeting Date: June 26, 2024
Subject: **Federal Funds for Rural Transit and Intercity Bus**

RECOMMENDED ACTION:

Federal Funds for Rural Transit and Intercity Bus Operations

1. **APPROVE** the Federal Transit Administration Section 5311 Program of Projects in the amount of \$1,624,412 for Monterey-Salinas Transit service on rural transit routes;
2. **APPROVE** the Federal Transit Administration 5311(f) Program of Projects in the amount of \$542,201 for Monterey-Salinas Transit service on MST Line 59: Salinas-Gilroy;
3. **ADOPT** Resolution 2024-08 and Resolution 2024-09 authorizing funding under the Federal Transit Administration Section 5311 and Section 5311(f) programs; and
4. **RATIFY** the Executive Director's signature on the Regional Agency Certifications and Assurances for the Program of Projects.

SUMMARY:

The Federal Transit Administration provides operating support for rural transit service through Section 5311 non-urbanized funding program. Section 5311(f) program funds support Intercity Bus operations. TAMC approval is necessary for Monterey-Salinas Transit to receive this Section 5311 and Section 5311(f) funding to operate rural transit service and intercity bus operations.

FINANCIAL IMPACT:

The estimated apportionment of Federal Transit Administration funds by program is listed below:

- Section 5311: \$898,787
- Section 5311(f): \$300,000

DISCUSSION:

The Transportation Agency reviews and adopts a Program of Projects and Certifications and Assurances by resolution to ensure that transit projects meet Federal Transit Administration requirements for this funding program (see **attachments** and **web attachment**). Caltrans apportions and distributes these federal funds on a population formula basis, and provides the Transportation Agency with a fund estimate for purposes of preparing the Program of Projects.

Rural Transit Operations

5311 Traditional Programs

The Federal Transit Administration's Section 5311 grant provides federal funding for public

transportation services in rural areas that do not have U.S. Census designated urban areas with a population of 50,000 or more residents. The 5311 grant is intended to provide access to employment, education, healthcare, shopping and recreation for residents in small towns and rural areas. Monterey-Salinas Transit utilizes these funds to operate rural transit in Monterey County, such as Line 23 (King City to Salinas).

Intercity Bus Program

The Federal Transit Administration's Section 5311(f) Intercity Bus Program in California is designed to address the "intercity bus transportation needs of the entire state" by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connection of greater regional, statewide, and national significance. Monterey-Salinas utilizes these funds to continue existing intercity bus operations on Line 59 - Salinas-Gilroy, which kicked off service in October 2023.

The recommended actions are necessary to claim federal transit funding apportioned to Monterey County and for Monterey-Salinas Transit to apply for federal operating support for rural transit service in South County and provide intercity bus operations. Due to the May 30 deadline, the Executive Director has already approved the Certifications and Assurances and is seeking ratification by the Board.

ATTACHMENTS:

1. Resolution 2024-08 Authorizing Federal Funds for Rural Transit
2. Resolution 2024-09 Authorizing Federal Funds for Intercity Bus Operations

WEB ATTACHMENTS:

[Federal Funds for Rural Transit \(5311\) and Federal Funds for Intercity Bus Program \(5311\(f\)\) - Monterey County Program of Projects](#)



**RESOLUTION NO. 2024-08
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***AUTHORIZING FEDERAL FUNDING UNDER THE
FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM
(49 U.S.C. SECTION 5311) THROUGH THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION***

WHEREAS, the United States Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital and operating assistance projects for non-urbanized public transportation systems under 49 U.S.C. Section 5311 of the Federal Transit Act; and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for public transportation projects for rural transit and intercity bus; and

WHEREAS, Monterey-Salinas Transit District (MST) desires to apply for said financial assistance to permit operation of service in Monterey County; and

WHEREAS, MST has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED THAT:

1. TAMC does hereby authorize MST to file and execute applications in the amount of \$1,624,412 for federal fiscal year 2024 with the Department for rural transit operating assistance pursuant to Section 5311 of the Federal Transit Act; and
2. The Executive Director or his designee is authorized to execute and file the Certifications and Assurances of the Regional Agency in the Federal Transit Administration Section 5311 project applications; and
3. The Executive Director or his designee is authorized to provide additional information as the Department may require in connection to TAMC and/or TAMC-sponsored Section 5311 projects.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 26th day of June by the following votes:

AYES:

NOES:

ABSENT:

CHRIS LOPEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY



**RESOLUTION NO. 2024-09
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**AUTHORIZING FEDERAL FUNDING UNDER THE FEDERAL TRANSIT ADMINISTRATION
SECTION 5311 (f) PROGRAM (49 U.S.C. SECTION 5311 (f)) WITH THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the United States Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital and operating assistance projects for non-urbanized public transportation systems under 49 U.S.C. Section 5311 (f) Intercity Bus Program of the Federal Transit Act; and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 (f) Intercity Bus Program grants for public transportation projects; and

WHEREAS, Monterey-Salinas Transit District (MST) desires to apply for said financial assistance, including operating support for service between the cities of Salinas and Gilroy, and connections to the intercity bus network; and

WHEREAS, MST is the Consolidated Transportation Services Agency for Monterey County and has, to the maximum extent feasible, coordinated with other transportation providers and users in the region including social service agencies capable of purchasing service, and

WHEREAS, the Transportation Improvement Program includes continued funding for operation of MST Line 59 service to Gilroy; and

WHEREAS, MST has committed to provide some combination of state, local, or private funding sources for the required local share.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. TAMC does hereby authorize the programming of \$300,000 Federal Transit Administration Section 5311(f) Intercity Bus Program funds to MST for continued operating assistance funding for MST Line 59: Salinas - Gilroy.
2. The Executive Director or his designee is authorized to execute and file Certifications and Assurances of the Regional Agency in the Federal Transit Administration Section 5311 (f) project applications, and
3. The Executive Director or his designee is authorized to provide additional information as the Department may require in connection to TAMC and/or TAMC-sponsored Section 5311 (f) projects.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 26th day of June by the following vote:

AYES:

NOES:

ABSENT:

CHRIS LOPEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Aaron Hernandez, Transportation Planner
Meeting Date: June 26, 2024
Subject: **Unmet Transit Needs**

RECOMMENDED ACTION:

RECEIVE list of Monterey County's unmet transit needs.

SUMMARY:

In its role as the Transportation Development Act fund administrator, the Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating Local Transportation Funds. Staff coordinated with Monterey-Salinas Transit to evaluate the unmet transit needs comments received through April 30, 2024.

FINANCIAL IMPACT:

At the February 2024 TAMC Board meeting, the Agency apportioned \$21,000,00 from the Local Transportation Fund to Monterey-Salinas Transit. The Transportation Agency can direct public transit operators to implement new services with Local Transportation Funds available after funding existing services and commitments. Approval of Monterey-Salinas Transit's application for Fiscal Year 2024-25 is expected to occur at the August TAMC Board meeting.

DISCUSSION:

The Transportation Agency annually conducts outreach to identify unmet transit needs. This unmet needs process is associated with the Local Transportation Fund (LTF), which is one of two designated funding sources for public transit created by the California Transportation Development Act (TDA). Local Transportation Funds are generated through a quarter percent of the general sales tax, which are returned to the county by the California State Board of Equalization and apportioned by the Transportation Agency to county jurisdictions through a population-based formula for public transit.

The formation of the Monterey-Salinas Transit District and past unmet transit needs findings dictate how the Transportation Agency allocates Local Transportation Funds. As Monterey-Salinas Transit District members, every city in the county allocates its annual fund apportionment to Monterey-Salinas Transit for public transit services. The County of Monterey is obligated to allocate approximately 50% of its funds off the top of the Transit District for public transit and RIDES services with 3/4 mile of the existing fixed-routes, which represents the County population inside the 3/4 mile zones specified by the Americans with Disabilities Act. The Transportation Agency's 2010 finding on unmet transit needs allowed Monterey-Salinas Transit to claim the remaining County portion to support existing transit operations countywide.

Prior to allocating these transit funds, the Agency is required to provide for a public hearing and

outreach to identify unmet transit needs. The Transportation Development Act statutes require transportation planning agencies using transit funds for local street and road projects, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met. Because the Transportation Agency no longer allocates transit funds to local streets and roads, the Agency is no longer required to adopt a finding on unmet transit needs. However, the Agency still continues to solicit public input on unmet transit needs and places comments into the following categories:

- Transit service improvement requests that would improve an existing service.
- Transit service expansion requests that extend a transit route beyond its current limits and fill a gap in service.
- Capital improvement projects that would enhance existing public transit facilities.

The unmet transit needs process is **attached**. The unmet transit needs comment list serves as a public input tool for MST's short- and long-term transit service planning and improvements, and assist in prioritizing transit projects as funds become available. All comments are reviewed with MST staff to consider options to implement requests based on the time frame in which unmet transit needs can be met. The MST Mobility Advisory Committee, which serves as the Transportation Agency's Social Services Transportation Advisory Council, also reviews the comments received in the annual process during their May meeting. However, this year's May meeting was canceled due to a lack of quorum.

This year, the Transportation Agency received the following comments:

Unmet Need Comment	Year Identified	Category	Timeline	Status in 2024
Increase Line 59 (Salinas-Gilroy) service to 7 days a week including holidays or operate the emergency ride home program from Salinas to Gilroy 7 days a week.	2024	Category #1 improves an existing service Category #2 new service, fills a gap	Long-term improvement	Because of the funding that serves Line 59 (Salinas-Gilroy) and the partnership with Santa Clara Valley Transportation Authority, MST only has funds to cover weekday operating expenses. TAMC manages the emergency ride home program. The program is open to Monterey County commuters who use an alternative transportation mode at least once a week. Additional eligibility requirements can be found on the TAMC website.
7 days a week, every 2 hours, including holidays on line 59 (Salinas-Gilroy) from 7:00am to 6:00pm	2024	Category #1 improves an existing service	Long-term improvement	Because of the funding that serves Line 59 (Salinas-Gilroy) and the partnership with Santa Clara Valley Transportation Authority, MST only has funds to cover a limited number of round trips on weekdays.
7 days a week, every 30 minutes	2024	Category #1 improves an	Long-term improvement	Line 34 (King City) currently runs from 6:45am – 7:00pm every 30

on Line 34 (King City) from 7:00am to 6:00pm		existing service		minutes on weekdays. MST currently does not have funds in its operating budget to provide weekend service.
Add more night service (frequent service) on Line 41 (Salinas-Alisal-Northridge) after 6:30pm and improve the connection to the Salinas Walmart	2024	Category #1 improves an existing service	Long-term improvement (for more frequent service)	MST currently does not have funds in its operating budget to increase frequency after 6:30pm. MST does not have plans to restore the bus stop outside the Walmart Supercenter. Riders can connect to Line 49 (Salinas-Santa Rita) near Boronda Rd and San Juan Rd and transfer to Line 41 (Salinas-Alisal-Northridge). The Westridge Walmart is served by Line 44 (Salinas-Westridge) which has a closer bus stop on Westridge Pwky.
Add 7 day a week service to Line 48 (Salinas-Northridge)	2024	Category #1 improves an existing service	Long-term improvement	MST currently does not have funds in its operating budget to provide weekend service.
Add more frequent service on Line 49 (Salinas-Santa Rita) on Sundays to connect to N Main shopping centers.	2024	Category #1 improves an existing service	Long-term improvement	MST currently does not have funds in its operating budget to increase frequency on Sundays. Alternatively, riders can use Line 41 (Salinas-Alisal-Northridge) to connect between Northridge Mall and Salinas Transit Center.

In the upcoming fiscal year, MST is unable to meet several of the previously unmet transit needs in the **attached** list. For example, providing direct service to San Juan Grade Road and Russell Road in Salinas would require major infrastructure improvements to place a bus stop at that intersection. Other needs have been addressed and are listed in the charts as "resolved." The unmet transit needs requests that are not able to be addressed this year will remain on the list and will be part of next year's unmet transit needs process.

Staff recommends the Board of Directors receive the 2024 Unmet Transit Needs List. The allocation of State Transit Assistance and the Transportation Development Act funding is expected to be brought for the Board's consideration in August 2024.

ATTACHMENTS:

1. Unmet Transit Needs Process
2. 2024 Unmet Transit Needs List

WEB ATTACHMENTS:

About the Unmet Transit Needs Process

The California Legislature enacted the Transportation Development Act (TDA) in 1971 to improve public transit services and encourage regional transportation coordination. TDA statutes require transportation planning agencies using TDA funds for local streets and roads projects, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met.

In its role as the TDA fund administrator, the Transportation Agency for Monterey County annually solicits public input to identify unmet transit needs. Although TAMC no longer allocates TDA funds to local streets and roads, the Agency still continues to solicit public input on unmet transit needs.

The unmet transit needs process begins with public outreach to solicit comments on unmet transit needs. Public hearings to collect comments on unmet transit needs are held at a meeting of TAMC's Board of Directors and at a meeting of Monterey-Salinas Transit's Mobility Advisory Committee, which serves as TAMC's Social Services Transportation Advisory Council. TAMC's Board of Director's receives the final unmet transit needs list of comments.

Unmet Transit Need Definition

An unmet transit need is a public transportation need that the public transportation system is not currently meeting and would be expected to generate sufficient ridership to meet the required 15% farebox recovery ratio, as set by the TAMC Resolution 2004-19 pursuant to TDA law.

Unmet Transit Need Evaluation

Unmet transit needs are placed into the following categories:

1. Transit service improvement requests that would improve an existing service.
2. Transit service expansion requests that extend a transit route beyond its current limits and fill a gap in service.
3. Capital improvement projects that would enhance existing public transit facilities.

TAMC shares the list of unmet transit needs comments with Monterey-Salinas Transit, the only public transportation provider in the county. The unmet transit needs comments list serves as a public input tool for MST's short and long term transit service planning and improvements. TAMC works with MST to evaluate comments based on the time frame in which unmet transit needs can be met:

- Short term transit improvements are those that can be implemented in the current service year within MST's funding limits and without negatively impacting existing services.
- Long term transit improvements are those that would require additional funding beyond MST's current funding limits. Long term improvement comments remain on the unmet transit needs comment list until additional funding becomes available.

MST's Mobility Advisory Committee provides input on the categorized unmet transit needs comments list. This input serves to prioritize needs in the region, and is used to assist prioritizing transit projects as funds become available. The TAMC Board of Directors will receive the final list.

**Transportation Agency for Monterey County
2024 Monterey County Unmet Transit Needs**

Unmet transit needs are placed into the following categories:

1. Transit service improvement requests that would improve an existing service.
2. Transit service expansion requests that extend a transit route beyond its current limits and fill a gap in service.
3. Capital improvement projects that would enhance existing public transit facilities.

Transit Needs Timeline

- **Short term transit improvements** are those that can be implemented in the current service year within MST’s funding limits and without negatively impacting existing services.
- **Long-term transit improvements** are those that would require additional funding beyond MST’s current funding limits. Long-term improvement comments remain on the unmet transit needs comment list until additional funding becomes available.

Unmet Need Comment	Year Identified	Category	Timeline	Status in 2024
Service to San Juan Grade Road and Russell Road in Salinas	2014	Category #2: new service, fills a gap	Long-term improvement.	Through implementation of the Better Bus Network in December 2022, MST began service on Line 49 (Salinas-Santa Rita) which serves Russell Road and San Juan Grade Road. To serve the intersection of Russell Road and San Juan Grade Rd, major infrastructure improvements are required to place a bus stop at that intersection.
Shuttle service between Pinnacles National Park and Fort Hunter Liggett and King City	2014/2019	Category #2: new service, fills a gap	Long-term improvement.	This shuttle service is cost prohibitive and would require resources being reallocated from other services/areas. Current road conditions are also a safety concern. The City of Soledad is currently studying improvements for the Pinnacles Parkway project, which may consider a park shuttle service. The National Park Service currently offers Day-Use seasonal shuttle service to visitors utilizing their parking lots. The on-site shuttle service only runs on the east side of the park. MST originally provided service to Fort Hunter Liggett, however, due to lack of ridership, the service was terminated.

**Transportation Agency for Monterey County
2024 Monterey County Unmet Transit Needs**

Unmet Need Comment	Year Identified	Category	Timeline	Status in 2024
Service to San Juan Bautista and Los Baños	2015/2018	Category #2: new service, fills a gap	Long-term improvement.	This need is not listed as a priority in the Comprehensive Operational Analysis. However, the San Joaquin Joint Powers Authority is working to bring a new bus route from Merced to San Jose which will include stops in Los Banos and Gilroy. MST has secured a federal grant award to begin Line 59 (Salinas-Gilroy). Riders would connect services in Gilroy to San Juan Bautista. Line 59 (Salinas-Gilroy) began service in October 2023. Line 59 connects with San Benito County Express which runs through San Juan Bautista and eventually connecting to Hollister.
Improve the connection between Castroville and Prunedale for access to Gavilan College in Gilroy	2018	Category #1: improves an existing service; Category #2: new service, fills a gap	Long-term improvement	MST and Santa Clara Valley Transportation Authority re-established service to Gilroy. Line 59 (Salinas-Gilroy) began service to Gilroy in October 2023 with bus stops in Salinas, Prunedale and Gilroy. Riders from Castroville can connect to Line 59 (Salinas-Gilroy) by riding Line 28 (Wastonville via Castroville) to the Salinas Transit Center.
Increase Line 59 (Salinas-Gilroy) service to 7 days a week including holidays or operate the emergency ride home program from Salinas to Gilroy 7 days a week.	2024	Category #1 improves an existing service Category #2 new service, fills a gap	Long-term improvement	Because of the funding that serves Line 59 (Salinas-Gilroy) and the partnership with Santa Clara Valley Transportation Authority, MST only has funds to cover weekday operating expenses. TAMC manages the emergency ride home program. The program is open to Monterey County commuters who use an alternative transportation mode at least once week. Additional eligibility requirements can be found on the TAMC website.

**Transportation Agency for Monterey County
2024 Monterey County Unmet Transit Needs**

Unmet Need Comment	Year Identified	Category	Timeline	Status in 2024
7 days a week, every 2 hours, including holidays on line 59 from 7:00am to 6:00pm	2024	Category #1 improves an existing service	Long-term improvement	Because of the funding that serves Line 59 (Salinas-Gilroy) and the partnership with Santa Clara Valley Transportation Authority, MST only has funds to cover a limited number of round trips on weekdays.
7 days a week, every 30 minutes on Line 34 (King City) from 7:00am to 6:00pm	2024	Category #1 improves an existing service	Long-term improvement	Line 34 (King City) currently runs from 6:45am – 7:00pm every 30 minutes on weekdays. MST currently does not have funds in its operating budget to provide weekend service.
Add more night service (frequent service) on Line 41 (Salinas-Alisal-Northridge) after 6:30pm and improve the connection to the Salinas Walmart	2024	Category #1 improves an existing service	Long-term improvement (only first part of comment, MST has no plans to improve connection to Salinas Walmart.	MST currently does not have funds in its operating budget to increase frequency after 6:30pm. MST does not have plans to restore the bus stop outside the Walmart Supercenter. Riders can connect to Line 49 (Salinas-Santa Rita) near Boronda Rd and San Juan Rd and transfer to Line 41 (Salinas-Alisal-Northridge) . The Westridge Walmart is served by Line 44 (Salinas-Westridge) which has a closer bus stop on Westridge Pwky.
Add 7 day a week service to Line 48 (Salinas-Northridge)	2024	Category #1 improves an existing service	Long-term improvement	MST currently does not have funds in its operating budget to provide weekend service.
Add more frequent service on Line 49 (Salinas-Santa Rita) on Sundays to connect to N Main shopping centers.	2024	Category #1 improves an existing service	Long-term improvement	MST currently does not have funds in its operating budget to increase frequency on Sundays. Alternatively, riders can use Line 41 (Salinas-Alisal-Northridge) to connect between Northridge Mall and Salinas Transit Center.

Resolved Transit Needs

Unmet Need Comment	Year Identified	Year Resolved	Resolution
More out of county medical trips that cost less	2014	2017	MST increased the frequency and lowered the cost of out of county medical trips using Measure Q funds in July 2017. An analysis of the enhanced service was conducted in the fall of 2018. As of 2023, MST offers a Special Medical Trips service to hospitals in the Bay Area for \$20 round trip.
CSUMB enhanced paratransit service on campus; more accessible vehicles are needed for student mobility on-campus	2015/2016	2022	Federal ADA requirements and operational constraints of the RIDES service make it challenging for MST to provide this type of paratransit service as CSUMB students have a very narrow window of time to get from one class to another. In January 2022, CSUMB launched their shuttle service to enhance paratransit service on campus. MST also provides taxi vouchers to students who need para transit services.

**Transportation Agency for Monterey County
2024 Monterey County Unmet Transit Needs**

Improved service between South County and the Superior Court of California, County of Monterey in Monterey	2017	2019	MST conducted a Salinas Valley Transit Planning Study to identify transit improvements along the US 101 corridor. After implementation of the Better Bus Network, South County riders can get to the Superior Court by connecting to Lines 23X (Salinas-King City EXPRESS), 20 (Monterey-Salinas), and 7 (Monterey-Ryan Ranch) in under 2 hours.
Increased frequency on Line 18 (Sand City-Marina via Monterey Road)	2014	2023	Through implementation of the Better Bus Network, the CSUMB shuttle service overlaps with Line 17 (Sand City-Marina via Gen Jim Moore) and 18 (Sand City-Marina via Monterey Road) and three bus stops which increased frequency to every 30 minutes.
More frequent service to Gonzales and Soledad	2014	2023	The King City bus yard was completed in Fall of 2021. MST has implemented an express service in 2022, Line 23X (Salinas-King City EXPRESS), which stops at selected bus stops throughout the route. Under the Comprehensive Operational Analysis, Line 23 (Salinas-King City) operates every hour with multiple buses running less than an hour during rush hour periods. As of 2023, the Better Bus Network has increased frequencies to Gonzales and Soledad by at least every hour to half hour at commute peak times.
Better access to Salinas Chinatown by adding (or move an existing) bus stop to Tom O. Wong Way And Rossi St	2023	2023	Service to Sherwood Drive and Rossi Street was reinstated under the Better Bus Network. There are no plans to add service.

**Transportation Agency for Monterey County
2024 Monterey County Unmet Transit Needs**

Route 46 (Salinas Natividad) bus stop at Sherwood and Rossi St (stop #2994) has no bus stop signal.	2023	2023	Bus stop #2994, Sherwood Drive/Rossi, has appropriate bus stop signage with a flag and pole
Improve the connection between Castroville and Prunedale for access to Gavilan College in Gilroy	2018	2024	MST and Santa Clara Valley Transportation Authority re-established service to Gilroy. Began Line 59 (Salinas-Gilroy) service to Gilroy in October 2023 with bus stops in Salinas, Prunedale and Gilroy. Riders from Castroville can connect to Line 59 (Salinas-Gilroy) by riding Line 28 (Watsonville via Castroville) to the Salinas Transit Center.

Memorandum

To: Board of Directors
From: Ariadne Sambrano, Transportation Planner
Meeting Date: June 26, 2024
Subject: **Bicycle and Pedestrian Committee Nomination - Joe Oliver**

RECOMMENDED ACTION:

APPROVE the appointment of Joe Oliver as the District 5 alternate on the TAMC Bicycle and Pedestrian Facilities Advisory Committee.

SUMMARY:

The Transportation Agency Board appoints representatives on an as-needed basis to serve on the Bicycle and Pedestrian Facilities Advisory Committee to advise staff on bicycle and pedestrian transportation issues and make recommendations to the TAMC Board.

FINANCIAL IMPACT:

No financial impact.

DISCUSSION:

The TAMC Bicycle & Pedestrian Facilities Advisory Committee is composed of volunteer residents and public agency representatives who meet monthly with TAMC staff to provide input to the TAMC Board on active transportation projects and programs. The Committee also provides input to local jurisdictions and Caltrans on bike and pedestrian infrastructure projects.

Joe Oliver was nominated by Supervisor Mary L. Adams to represent Monterey County Supervisorial District 5 on TAMC's Bicycle and Pedestrian Facilities Advisory Committee as an alternate member. Mr. Oliver is a longtime advocate for bicycling and walking in the area, having been an active recreational bicyclist on the Monterey Peninsula for 40 years and routinely uses his bike to commute to and from work. Over the years, he has observed an increase in traffic on the roads and a steady deterioration of road conditions, particularly near the road shoulders where bicyclists ride to stay away from vehicle traffic. Passionate about drawing attention to the hazards that cyclists face, Mr. Oliver actively participates in addressing these conditions constructively. Additionally, he has a history of community involvement and participation in various advisory committees related to bicycle and pedestrian safety, as well as other regional committees. His extensive experience and commitment to improving road safety for cyclists make him a valuable candidate for the committee.

Committee vacancies remain for the Cities of Del Rey Oaks, Gonzales, King City, and Soledad. Staff requests that Board members in these areas recruit interested individuals and refer them to staff for more information.

ATTACHMENTS:

1. Joe Oliver - Nomination Letter and Application

WEB ATTACHMENTS:

**Application for Appointment
 Transportation Agency for Monterey County
 Bicycle and Pedestrian Facilities Advisory Committee**

Name of Applicant Oliver	Joseph	W
(last)	(first)	(mi)
Residence Street Address [REDACTED]		
City: Carmel Valley	Zip: 93924	
Telephone: Home [REDACTED]	Work: [REDACTED]	
Are you a full-time paid officer or employee of local, state or federal government? No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> If yes employer _____ position _____		
Education: BA: Geology; MA: Hydrogeology		
Present Occupation: Senior Hydrogeologist, Montgomery & Associates, Inc.		
Please describe why you are interested in serving on this committee: I have been an active recreational bicyclist on the Monterey Peninsula for 40 years. During this time I have also routinely used my bike as a means to commute to and from work. I have noticed over the years that overall, traffic on the roads has increased while road conditions have steadily deteriorated. This is particularly distressing for a cyclist like myself, as the portion of the roads that seem to have deteriorated or been neglected the most are those near the road shoulders, where bicyclists need to ride in order to stay as far away from the vehicle traffic as possible. My interests are to draw attention to the hazards that cyclists face, and to constructively participate in ways to ameliorate those conditions. <small>Special Note: It appears that the "community activities" section below is not working properly (text scrolls out of the field of view). Accordingly, I am copying that text into this box here.</small> I was an active past participant in various Carmel Valley Road Advisory Committee meetings regarding discussion topics related to bicycle / pedestrian safety issues on certain Carmel Valley Road segments. Over the years, I have also participated in various regional committees related to work functions, including the Monterey County Hazardous Waste Management Committee, Pajaro Valley Water Management Agency Technical Advisory Committee, Seaside Groundwater Basin Technical Advisory Committee, Salinas Valley Groundwater Sustainability Agency Advisory Committees.		
Please describe other community activities that you have been involved in :		
Please sign <u>Joseph W Oliver</u> Date <u>4/18/2024</u>		

Joe Oliver – Nomination as Alternate

I have been an active recreational bicyclist on the Monterey Peninsula for 40 years. During this time, I have also routinely used my bike as a means to commute to and from work. I have noticed over the years that overall, traffic on the roads has increased while road conditions have steadily deteriorated. This is particularly distressing for a cyclist like myself, as the portion of the roads that seem to have deteriorated or been neglected the most are those near the road shoulders, where bicyclists need to ride in order to stay away from the vehicle traffic as possible. My interests are to draw attention to the hazards that cyclists face, and constructively participate in ways to address those conditions.

Special Note: it appears that the “community activities” section below is not working properly (text scrolls out of the field of view). I am copying that text into the box here:

I was an active past participant in various Carmel Valley Road Advisory Committee meetings regarding discussion topics related to bicycle/pedestrian safety issues on certain Carmel Valley Road Segments. Over the years, I have also participated in various regional committees related to water functions, including the Monterey County Hazardous Waste Management Committee, Pajaro Valley Water Management Agency Technical Advisory Committee, Seaside Groundwater Basin Technical Advisory Committee, Salinas Valley Groundwater Sustainability Agency Advisory Committee.

MONTEREY COUNTY



BOARD OF SUPERVISORS

MARY L. ADAMS, SUPERVISOR – FIFTH DISTRICT

1200 Aguajito Road, Suite #1, Monterey, CA 93940

E-mail: District5@countyofmonterey.org

Phone: (831) 647-7755

April 30, 2023

Via email to: maria@tamcmonterey.org

Maria Montiel

Transportation Agency for Monterey County

55 B. Plaza Circle

Salinas, CA 93901

SUBJECT: Appointment of Joe Oliver to represent District 5 as an alternate on the TAMC Bike and Pedestrian Facilities Advisory Committee

Dear Ms. Montiel:

District 5 of the County of Monterey hereby nominates Joe Oliver to represent District 5 as an alternate member of the TAMC Bike and Pedestrian Facilities Advisory Committee.

Mr. Oliver is an active advocate for bicycling/walking in the area and would make a fine addition to the TAMC Bike and Pedestrian Facilities Advisory Committee.

Sincerely,

Mary L. Adams

Board of Supervisors

Fifth District

Memorandum

To: Board of Directors
From: Ariana Green, Principal Transportation Planner
Meeting Date: June 26, 2024
Subject: **Safe Routes to School Education & Encouragement Contract**

RECOMMENDED ACTION:

Safe Routes to School Education & Encouragement Contract

1. **APPROVE and AUTHORIZE** the Executive Director, or their designee, to execute an agreement with Ecology Action, subject to approval by Agency Counsel, in an amount not to exceed \$3,622,091, to provide Safe Routes to School Education & Encouragement services for the period ending December 31, 2030;
2. **APPROVE** the use of Active Transportation Program grant and Measure X funds budgeted for this purpose; and
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

SUMMARY:

Ecology Action was selected through a competitive Request for Proposals process. Ecology Action was the only proposal received. Due to their qualifications, staff recommends contracting with them to deliver Safe Routes to Schools education and encouragement programming across Monterey County. Programming includes traffic safety education for youth and families, walking school buses, family-oriented engagement, volunteer training, and community events.

FINANCIAL IMPACT:

The six-year contract will be funded with \$1,166,114 Active Transportation Program Cycle 5 & 6 funds and \$2,455,977 Measure X Safe Routes to School funding for a total of \$3,622,091 included in the Agency's fiscal year 2024-25 budget.

DISCUSSION:

In February 2018, the TAMC Board adopted the Measure X Safe Routes to School Guidelines, which set goals for safe routes to school in Monterey County. The Measure X Safe Routes to School program is aimed at developing safe, healthy, and affordable transportation options for children, educating children and the community how to safely walk, bicycle, and carpool, and encouraging children to use active transportation that will lead to a healthier lifestyle. TAMC engaged the consultant firm Ecology Action in 2018 to perform these services; that contract is set to expire on June 30, 2024.

In March 2024, the Transportation Agency Board released a Request for Proposals to continue the work toward achieving education, encouragement, enforcement, and equity goals identified in the Measure X Safe Routes to School Program Guidelines. Transportation Agency staff followed agency procurement procedures and advertised the Request for Proposals in a local newspaper and online. Proposals were due May 8, 2024, and Ecology Action was the sole submission. Due to their responsiveness and qualifications, Transportation Agency staff recommend contracting with Ecology Action.

This agreement with Ecology Action will provide safe routes to school education and encouragement programming in communities across Monterey County. To meet the comprehensive Measure X Safe Routes to School Program goals, the scope of work for this contract will include:

- Coordination with schools;
- In-class traffic safety presentations led by certified instructors;
- Bike rodeos and all necessary equipment;
- Pedestrian education and rodeos for 2nd grade students;
- Participate in Bike & Walk to School and community events;
- Walking school buses;
- Traffic garden curriculum and trainings;
- Crossing guard trainings;
- Outreach and training for school staff, parents, and community volunteers;
- Design and develop program pages and content for the Safe Routes to School website;
- Develop and distribute safe routes to school kits;
- Develop bilingual outreach materials for schools, students, and community support;
- Bilingual staffing; and
- Quarterly invoices and progress reports.

The contract scope of work will help to deliver the following Active Transportation Program grants:

- Broadway Complete Streets in the City of Seaside;
- Alisal Safe Routes to Schools in the City of Salinas;
- Harden Parkway Path and Safe Routes to School in the City of Salinas;
- San Antonio Path & Safe Routes to Schools in the City of King City; and
- Fort Ord Regional Trail and Greenway (FORTAG) project, California Avenue segment, in the City of Marina.

The proposed schedule for this work covers the grant timelines for these 5 projects, anticipated to be 6.5 years. Therefore, the proposed contract would be for the period ending December 31, 2030. Online as a **web attachment** is the draft contract, which uses the updated template that is also on the consent agenda for this Transportation Agency Board meeting.

ATTACHMENTS:

None

WEB ATTACHMENTS:

[SRTS Education & Encouragement Agreement Ecology Action](#)

Memorandum

To: Board of Directors
From: Alissa Guther, Transportation Planner
Meeting Date: June 26, 2024
Subject: **North Monterey County Regional Transportation Vulnerability Assessment Contract**

RECOMMENDED ACTION:**Monterey County Regional Transportation Vulnerability Assessment - Planning Contract**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a contract with Pathways Climate Institute, LLC, in an amount not to exceed \$357,078, to provide services to complete the North Monterey County Regional Transportation Vulnerability Assessment, for the period ending in May 2026;
2. **APPROVE** the use of Caltrans Climate Adaptation Planning grant funds and Rural Planning Assistance funds budgeted for this project in the amount of \$357,078; and
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approval of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract amount or term.

SUMMARY:

On February 28, 2024, the TAMC Board approved staff to publish a Request for Proposals for the Monterey County Regional Transportation Vulnerability Assessment. On April 11, 2024, TAMC received four proposals. After an interview process with the top two firms, one consultant, Pathways Climate Institute LLC, was selected as the proposed consultant.

FINANCIAL IMPACT:

In August 2023, TAMC was awarded a Caltrans Climate Adaptation Planning grant in the amount of \$378,023 for a Monterey County Regional Transportation Vulnerability Assessment, matched with \$48,977 in Agency Rural Planning Assistance funds for a total project budget of \$427,000. Of that total project budget, \$357,078 is recommended for consultant services, with the remaining \$69,922 set aside for project administration and TAMC staff role in the project tasks.

DISCUSSION:

Hazards brought on by climate change pose a serious threat to transportation infrastructure and the safety and quality of life of residents. The Regional Transportation Vulnerability Assessment for transportation corridors in Monterey County will focus on identifying transportation infrastructure in the coastal areas of the county that are at risk of sea level rise, coastal flooding, and erosion; and create a project prioritization list with information on adaptation strategies for the projects on that list. This vulnerability assessment will draw on existing studies done in the county and at the state level with

the Caltrans District 5 Climate Change Adaptation Priorities Report to understand how these impacts will affect transportation throughout the county and region, including but not limited to local roads and streets, railroad lines and crossings, active transportation infrastructure, and transit infrastructure. This project area is the northern region of Monterey County including Moss Landing, Elkhorn, Pajaro, Castroville, and the unincorporated regions of the northern Monterey County coastal area.

This contract for the Monterey County Regional Transportation Vulnerability Assessment was advertised via a Request for Proposal process. TAMC received four (4) responsive proposals, and assembled a review team that reviewed the proposals and determined that two (2) proposals were eligible for interview. As the project manager, Alissa Guther, Transportation Planner, obtained references for the top two firms and compared cost information. Of those two consultant teams interviewed, Pathways Climate Institute was determined to be the top proposer based on local project specific knowledge, stronger proposal criteria ranking, and robust team experience. A consultant contract, final scope of work, and budget were then negotiated between TAMC and Pathways Climate Institute.

Attached are the draft scope of work, budget, and schedule.

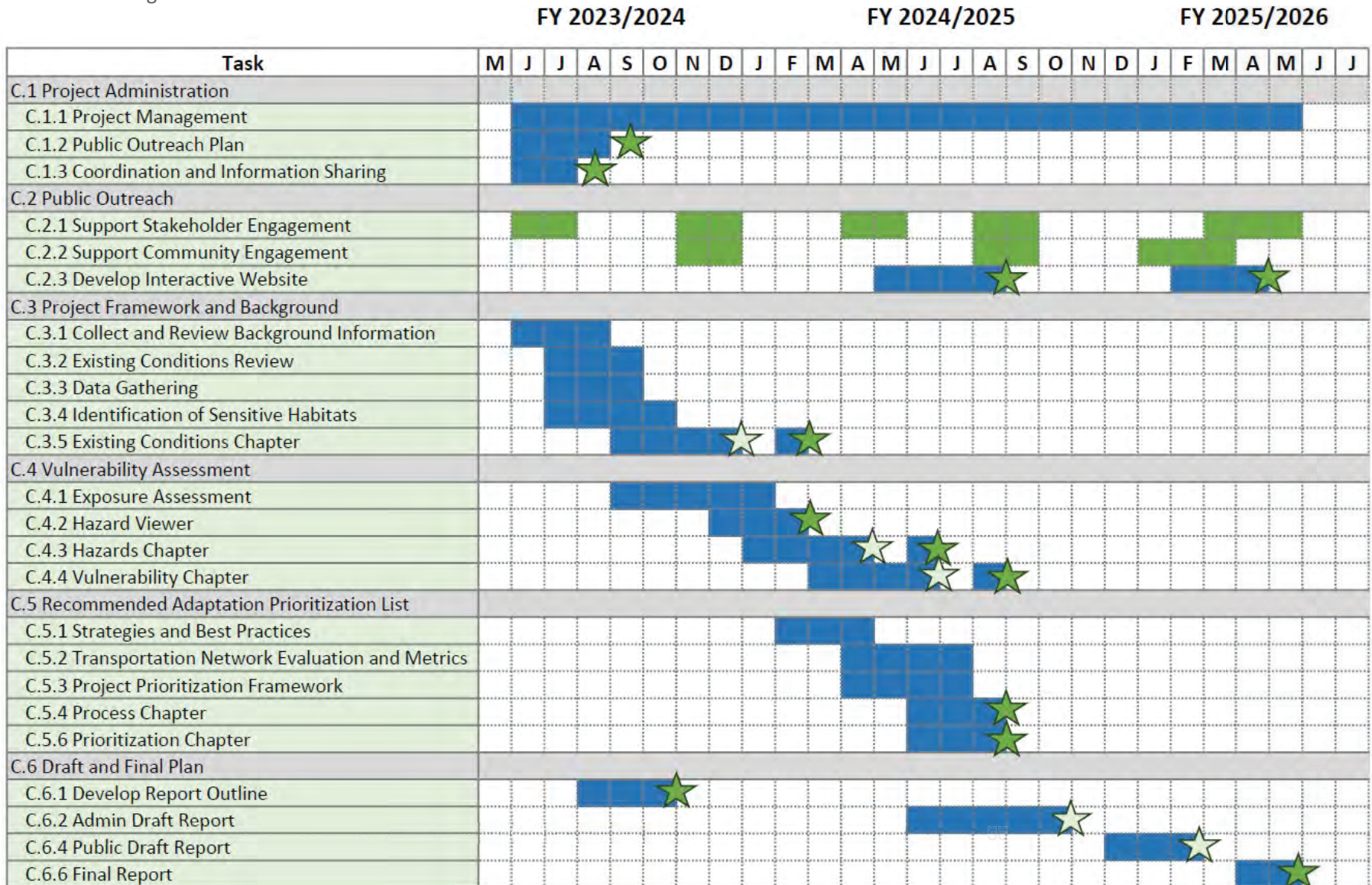
ATTACHMENTS:

1. Draft Pathways Schedule
2. Draft Scope of Work
3. Draft Budget Pathways

WEB ATTACHMENTS:

D Proposed Schedule of Work and Deadlines

The chart below illustrates the proposed schedule and workflow for completing the proposed work outlines in Section C. The light green stars represent draft deliverables, and the dark green stars represent final deliverables. We envision reviewing and revising this schedule with TAMC at the beginning of the project. Section A.2 presents the proposed key staff and the percentage of time that each can dedicate to this project. For the stakeholder and public outreach, we have identified potential timeframes for engagement based on key milestones for sharing project findings and receiving inputs to inform the work moving forward.



A Work Plan

A.1 Project Administration

This task includes overall project management of the contract, and regular communication between the project manager and the client, and between the project manager and Pathways Team related to successful project execution. This task also includes two upfront tasks that will help set the stage for the technical work, the development of the public outreach plan and communication and information sharing protocols.

A.1.1 Project Management

Upon award of the contract, the Pathways Team will work with TAMC to outline and clarify the purpose and goals of the project, the schedule and review process for all deliverables, and the communication protocols for the effective management of this multi-disciplinary project. Successful project execution relies on effective project management and regular communication between the client and the project manager. We recommend monthly check-ins between the TAMC PM and the Pathways Team PM to review progress relative to the scope of work and the percentage of the budget spent. These regular check-ins will help identify potential scope creep, scope deviations, or out of scope but high priority needs that may require scope adjustments to accommodate.

Dr. Kris May will serve as the project manager for the Pathways Team, with Daisy Ramírez López serving as the Deputy Project Manager to ensure that no tasks unintentionally slip through the cracks. Kris is a seasoned project manager who has led numerous multi-million-dollar contracts requiring coordination across multiple agencies, cities, and departments. Kris provides the same level of attention to her clients no matter the scale or project fee, and prides herself on communicating with her clients honestly and transparently throughout the lifespan of each project. Kris and Daisy have worked closely together on many complex multi-disciplinary projects, including the Port of San Francisco's Waterfront Resilience Program, and Pathways' research efforts on the response of shallow groundwater to sea level rise in low-lying coastal areas. Daisy's attention to detail and ability to work across disciplines and across consulting firms will bolster the success of this project.

The Pathways Team will assemble monthly consulting team invoices with a progress report across all tasks and will compile the progress reports each quarter to support TAMC's overall project administration.

Deliverables: Project Work Plan, Monthly Invoices and Progress Reports, Quarterly Project Reporting

A.1.2 Public Outreach Plan

The Pathways Team will coordinate with TAMC to develop a public outreach plan to engage with an Advisory Committee of regional stakeholders, relevant communities, and identify community-based organizations (CBOs) that can serve as trusted messengers within low-income and disadvantaged communities. Dr. Juliette Finzi Hart will lead the development of the public outreach plan with TAMC.

The Project Outreach Plan will identify the different outreach approaches that may be required to reach different groups, and identify a suite of outreach tools (e.g., flyers, fact sheets, videos of presentations). The Public Outreach Plan should be considered a living document, as the outreach needs may change over the life of the project, and lessons learned from early outreach efforts should be incorporated to improve the project's messaging and methods of outreach, particularly with the public and low-income, disadvantaged communities.

The Pathways Team recommends partnering with Community Based Organizations (CBOs) that can serve as trusted messengers within the communities. We will coordinate with TAMC and Caltrans District 5 on contracting mechanisms to be engage CBOs throughout the project.

Deliverable: Project Outreach Plan

A.1.3 Coordination and Information Sharing

The Pathways Team will collaborate with TAMC, Caltrans District 5, working group members, and others to gather the necessary GIS files and documentation throughout the project, and to share consultant work products as they are made available. Pathways has developed collaborative GIS data portals and file sharing systems for the Port of San Francisco Waterfront Resilience Program and the Oakland-Alameda Adaptation Projects, enabling streamlined and transparent file and data sharing, allowing all project partners to have access to the same information at the same time.

This task also includes bi-monthly meetings with TAMC, stakeholders, and Caltrans District 5 to support effective coordination and collaboration. The Pathways Team project manager and deputy project manager will attend all meetings and can facilitate note taking and assignment of action items. Additional Pathways Team members will attend as needed, depending on the meeting agenda and the topic areas of interest.

Deliverable: Communication and Information Sharing Protocols, Kick-off Meeting Agenda and Notes, Bi-Monthly Meeting Notes

A.2 Public Outreach

A.2.1 Support Stakeholder Engagement

In the Request for Proposals, this task was called “Assemble stakeholders and produce, schedule, host, and organize meetings.” We have renamed this task to “Support Stakeholder Engagement” to better differentiate this task from the community engagement planned for Task A.2.2.

Under this task, The Pathways Team will work with TAMC to assemble an Advisory Committee of regional stakeholders that will meet at regular intervals throughout the project to receive project updates and provide input into the process. Most of these meetings are assumed to be virtual, through Zoom or another platform. The meetings will be recorded for participants who are not available to attend. Notes from each meeting will be produced to summarize the key input received and decisions reached, if applicable.

Select meetings may be hosted in person, to facilitate a collaborative workshop environment. We assume TAMC will provide the necessary facilities, and the Pathways Team will assist with scheduling, organizing, and facilitating the meetings, as well as preparing summaries of the meeting outcomes. For meetings longer than 1.5 hours, Pathways will secure light refreshments from a nearby local establishment. In-person workshops will not be recorded.

Deliverables: Meeting notes, Meeting recordings, Workshop summaries

A.2.2 Support Community Engagement

The Pathways Team will develop flyers, fact sheets, short videos, and other materials to encourage public participation. Attending regularly planned community events can provide a low-cost opportunity to reach a broad audience that might not otherwise attend a more standard community meeting. The Pathways Team is also experienced at engaging youth through Earth Day and Climate Week events, and through collaborations with local school districts to teach project-based science classes and/or host walking tours that help engage students.

Through the development of the Project Outreach Plan, we will work with TAMC to identify an appropriate range of events that can best meet the needs of TAMC, the community, and the project.

Deliverables: Public outreach materials, as applicable

A.2.3 Develop and Update Interactive Engagement Website

The Pathways Team will use PublicInput to facilitate community engagement. We agree with the key findings from PublicInputs survey of residents, and these findings will be central to the Project Outreach Plan (Task A.1.2):

1. **Proximity Matters:** Residents are more likely to engage when opportunities are closer to home.
2. **Affiliation Amplifies Trust:** Engaging residents through groups they identify with builds public trust and boosts participation in community engagement initiatives.
3. **Close the Awareness Gap:** Although motivated to engage on various issues, many residents report not being aware of these opportunities.

The Pathways Team will work with TAMC to create a website with PublicInput that can be incorporated within the TAMC website to inform and engage stakeholders. The findings of the Vulnerability Assessment (Task A.4) will be integrated within PublicInput to allow stakeholders to generate and explore queries of regional transportation vulnerabilities within the study area. The queries can be recorded, without identifying information of members of the public, to allow TAMC and the team to review the areas of greatest interest or concern to inform the prioritization process. At the completion of Adaptation Priorities (Task A.4.6), the information in PublicInput can be updated to reflect the adaptation priorities and allow for additional stakeholder input.

Deliverables: PublicInput website and Engagement summaries of feedback received

A.3 Project Framework and Background

This task includes the compilation of the existing conditions information for transportation assets, sensitive habitats and nature-based opportunity areas, low-income and disadvantaged communities, and relevant hazard information to support the vulnerability assessment in Task A.4.

A.3.1 Collect and Review Background Information

The Pathways Team will collect and review relevant policy, planning, and engineering documents relevant to the Regional Transportation Vulnerability Assessment, as well as relevant climate adaptation planning effort from similar coastal counties and jurisdictions. The Pathways Team has already reviewed, or helped to develop, many of the listed resources in the Request for Proposals and we are ready to hit the ground running.

A.3.2 Existing Conditions Review

Under this task, the Pathways Team will compile the existing condition information using the protocol developed in Task A.1.3 to support the vulnerability assessment in Task A.4. Pathways has already compiled the best available datasets from the IPCC's Sixth Assessment and the Fifth California Climate Assessment, including data not yet publicly available, to quantify climate trends across the entire state of California for multiple time horizons and climate scenarios. The datasets include climate stressors (e.g., extreme precipitation, cold snaps, heat waves, fire weather conditions, and drought) and coastal hazards (e.g., sea level rise, waves, coastal flooding, coastal erosion, shallow and emergent groundwater, fluvial flooding) for the current Caltrans Statewide Climate Risk and Vulnerability Assessment, in addition to other hazards that can impact the vulnerability of transportation assets, such as landslides, subsidence, and wildfire. These data sets are non-proprietary; therefore, Pathways can directly use the same data supporting the Caltrans study for TAMC's assessment, to ensure that TAMC is consistent with pending update to the statewide Caltrans Climate Risk and Vulnerability Assessment.

Pathways will use the hazard information to identify the most vulnerable locations in the project area, including risks to transportation infrastructure within the vicinity of low-income communities and low-income households as defined in Assembly Bill 1550. Pathways will gather the GIS geodatabases and/or shapefiles of all relevant transportation assets in the vulnerable areas, including rail lines, local roads, transit routes, stations and stops, airports, and all active transportation facilities. Cambridge has already gathered the relevant data for state highways, rail lines, ports, airports, and other transportation infrastructure of regional to state importance.

A.3.3 Identification of Sensitive Habitats

TAMC intends to include the ability to use nature-based solutions within the recommended adaptation project prioritization list; therefore, we recommend completing a review of sensitive habitats and nature-based solution opportunity areas as part of the existing conditions review.

A.3.4 Existing Conditions Chapter

The information from Tasks A.3.1, A.3.2. and A.3.3 will form the basis of the Existing Conditions Chapter of the final report (Task A.6). To maximize project efficiency, we envision developing the draft outline for the final report early in the project process, to allow the information gathered and reviewed to be presented within the final report format for review.

To support project outreach, selection of hazard layers and transportation assets can be included withing an ESRI online ArcGIS web map in lieu of creating multiple hazard maps for multiple time horizons or climate scenarios.

We assume that TAMC will facilitate a 3-week review period for the Existing Conditions Chapter with the working group and will provide the Pathways Team with one set of consolidated comments to address. TAMC will address contradictory or conflicting comments, if required.

Deliverable: Hazard Maps or Web Viewer, Draft and Final Existing Conditions Chapter

A.4 Vulnerability Assessment

This task builds on exiting vulnerability assessment work completed in the northern Monterey County coastal region and will identify transportation infrastructure that is at risk of increasing climate change-related impacts and hazards.

A.4.1 Exposure Assessment

The Pathways Team will complete an exposure assessment of local transportation infrastructure and low-income and disadvantaged communities in the project area, using the climate stressors and hazard data compiled for the Caltrans Statewide Climate Risk and Vulnerability Assessment. Pathways has developed a climate data analysis and exposure model that utilizes Amazon Web Services cloud computing resources to complete this assessment in an efficient manner. Using the same exposure assessment data sets and methodology for the local transportation infrastructure will allow for seamless integrations of the assessment of Caltrans District 5, providing a common baseline for cross-jurisdictional coordination.

For the exposure assessment, the Shared Socioeconomic Pathway (SSP) SSP5-8.5 future climate scenario will serve as the primary scenario for evaluating climate projections such as extreme heat as it represents the highest emission scenario evaluated by IPCC, representing a future with continued fossil-fuel development and dependency, and the adoption of resource and energy intensive lifestyles around the world, including within developing countries. To consider a future climate scenario for a lower bound, the lower SSP2-4.5 scenario will be used. Both a mid-century and late-century time horizon will be evaluated to better understand mid-century and end-of-the-century climate impacts. The team will use climate projections from the statistically downscaled global climate model dataset of gridded climate projections named Localized Constructed Analogs (LOCA) used to support the Fourth California Climate Assessment (CCC4), and the next generation LOCA Version 2 supporting the Fifth California Climate Assessment (CCC5). LOCA Version 2 is a substantial improvement on the spatial resolution and climate science methods used to create the original LOCA dataset but also requires a significant increase in computational resources required to analyze the climate data.

Because there is no consistent set of projections available for all climate hazards or projections, the specific climate scenario evaluated will depend on data availability (e.g., future wildfire probability burned is only available for Representative Concentration Pathway (RCP) 4.5 and RCP 8.5 which are aligned to the Fourth California Climate Assessment, but temperature projections are available for the newer SSP scenarios being evaluated in the Fifth California Climate Assessment). Different climate datasets will also have varying availability

of time horizons, for example temperature projections will be available for the mid-century and late-century time horizons, but climate hazards such as coastal flooding with sea level rise, and shallow and emergent groundwater flooding with sea level rise will be evaluated along more frequent time intervals to identify the timing of first potential impact based aligned the best available sea level rise projections from the 2024 State of California Sea Level Rise Guidance. This approach (including the same climate scenarios and time horizons) follows the climate analysis framework used for the District 5 Caltrans Statewide Climate Risk and Vulnerability Assessment, allowing the Pathways team to significantly reduce the time required to incorporate the latest climate science data into the TAMC assessment of local transportation infrastructure.

Using custom python and ArcGIS python (Arcpy) scripts, the Pathways team will conduct spatial overlays between the individual assets and the various climate projections and climate hazard GIS layers, with each asset GIS layer assigned the relevant climate exposure information.

Expected Physical Climate Hazards

- Wildfire threat
- Shoreline change and erosion
- Coastal flooding with sea level rise
- Shallow and emergent groundwater flooding with sea level rise
- Fluvial flooding
- Landslides
- Subsidence
- Areas of potential increased landslides and subsidence risk in future conditions

Expected Climate Projections

- Extreme temperature (including maximum daily temperature and heat waves)
- Wildfire probability and potential area burned
- Fire weather (Forsberg Fire Weather Index)
- Drought (Standardized Precipitation Evapotranspiration Index)
- Extreme precipitation

A.4.2 Hazard Viewer

If an on-line web map viewer is developed under Task A.3.4, the viewer will be updated to include the results of the exposure assessment.

Building on the climate exposure analysis for individual assets, an online map viewer will be created to visualize transportation assets, climate hazards, and exposure findings to support identification of higher risk regions to inform project prioritization and strategy development. The map viewer will facilitate easy exploration of individual assets and asset classes from local to county scale and will be accessible to all TAMC members without requiring proprietary software. The viewer can be made publicly accessible to support community outreach activities.

Quick display of climate exposure for individual assets will be a key feature of the online viewer, with the ability to view the climate exposure information for each asset that can be used to fine tune adaptation strategies. For example, after visualizing regions with high exposure to climate hazards, further analysis of the assets and climate exposure information can be used to better identify the timing of impacts to individual assets in support of project prioritization. The viewer will also display climate hazards (e.g., sea level rise inundation depth and extents, wildfire threat areas) to support the visualization and communication of future climate threats. Available equity information highlighting vulnerable communities will also be included as spatial layers in the viewer.

Deliverable: Updated On-line Hazards and Exposure Viewer

A.4.3 Hazards Chapter

Using the draft outline for the final report, the Pathways Team will prepare the Hazards Chapter, which will summarize all data sources with links to publicly available data, with maps representing the respective hazards of interest. Maps will be presented at the regional scale within the report, and stakeholders and other agencies and jurisdictions can use the online Hazard Viewer to view the hazards at a high level of detail.

We assume that TAMC will facilitate a 3-week review period for the Hazards Chapter with the working group and will provide the Pathways Team with one set of consolidated comments to address. TAMC will address contradictory or conflicting comments, if required.

Deliverable: Draft and Final Hazards Chapter

A.4.4 Vulnerability Chapter

The Vulnerability Chapter will highlight the most exposed and most at risk transportation infrastructure within the region relative to the different hazards and relative to compounding hazards. Certain attributes of the transportation network may contribute to increased vulnerability when exposed to climate hazards, including criticality of a corridor in severing as an evacuation or lifeline route, or lack of alternate routes to provide redundancy, especially for vulnerable communities. The type of climate exposure will also impact the overall vulnerability of infrastructure, where a network may recover function after temporary flooding from storm surge, but exposure to permanent flooding from emergent groundwater will require longer-term adaptation strategies to maintain the same level of service.

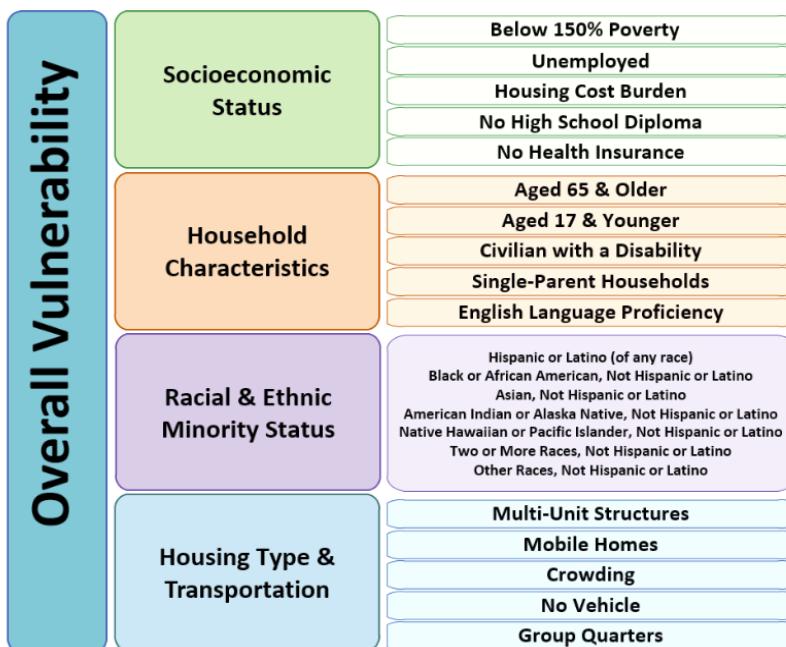
This chapter will combine Pathways knowledge of the climate and coastal hazards, ESA's knowledge of local modeling relating to the Pajaro Lagoon and Salinas Lagoon as they relate to ecosystem and transportation impacts, with Cambridge's transportation expertise. The findings of the vulnerability assessment will be incorporated within PublicInput (Task A.2.3).

We assume that TAMC will facilitate a 3-week review period for the Vulnerability Chapter with the working group and will provide the Pathways Team with one set of consolidated comments to address. TAMC will address contradictory or conflicting comments, if required.

Deliverable: Draft and Final Vulnerability Chapter

A.4.5 Low-Income and Disadvantaged Communities

Building off of our work with Caltrans and the Port of San Francisco ‘Other Social Effects’ analysis, we propose to use the Center for Disease Control and Prevention’s Social Vulnerability Index indicators on socioeconomic status, household characteristics, racial and ethnic minority status, and housing type and transportation. We will also work with TAMC to identify any missing metrics that may be relevant to the North Monterey region, especially given rural and agriculture community-specific factors. Recognizing that the findings from this report may ultimately be used to prioritize projects for future funding, we will develop a modular analysis by which different factors can be included or excluded depending on funding regulations or restrictions.



Caption: Variables included in the CDC's Social Vulnerability Index Analysis.

(https://www.atsdr.cdc.gov/placeandhealth/svi/documentation/pdf/SVI2020Documentation_08.05.22.pdf)

We recommend presenting the assessment of impacts to low-income and disadvantaged communities relative to climate-related transportation and transit impacts in a standalone chapter in the final report. Disadvantaged communities are often overburdened by multiple environmental and social stressors. Presenting this information in a standalone manner can facilitate the use of this information by other sectors (e.g., water, power, wastewater, municipal and hazardous waste, contaminated sites, etc.) to support the development of holistic solutions that address the root causes of their vulnerability and support transformational adaptation (Marino et al., 2023; May et al., 2023). We recommend calling this the Social Justice Chapter, but as terminology changes related to discussing disadvantaged communities and environmental justice issues, the name of the chapter may change.

Deliverable: Draft and Final Social Justice Chapter

A.4.6 Exposure and Vulnerability Dashboard

An easily accessible online ArcGIS dashboard that allows for quick cross filtering between the assets, climate hazards, social vulnerability, and exposure findings can be created to visually support the overall vulnerability findings. This online dashboard will build upon the existing online web viewer to be developed under Task A.4.2, with additional features to enhance an understanding of the most vulnerable corridors and connections within the TAMC study area. Dashboard features would include the ability for any user to easily visualize transit routes with stations/stops and any associated attributes that affect the overall climate vulnerability of an individual asset. Summary statistics for assets exposed within a selected region can also be rapidly displayed, for example the miles of roadways that will be exposed to emergent groundwater flooding. Regions (or assets) with exposure to multiple climate hazards can be easily identified through the dashboard. A set of heat maps can also be created and visualized in the dashboard to highlight regions with vulnerabilities to multiple climate hazards, or regions exposed to certain climate hazards with attributes that may compound vulnerability including higher traffic volume or proximity to disadvantaged communities. The interactive features of the dashboard will be simple and easy to use for both TAMC and community engagement activities.

A.5 Recommended Adaptation Project Prioritization List

The goal of this task is to use the results of the vulnerability assessment and stakeholder feedback to develop a prioritization framework that will support project prioritization. This task also includes the identification of potential strategies, including nature-based solutions, that can mitigate the identified vulnerabilities.

A.5.1 Strategies and Best Practices

Under this task, the Pathways Team will summarize adaptation best practices relative to California coastal hazards and identify the spectrum of strategies, from traditional gray infrastructure to hybrid green-gray solutions to nature-based solutions. Multiple agencies have produced guidelines and toolkits for adaptation strategies and nature-based solutions, such as the US Army Corps of Engineers (USACE) International Guidelines on Natural and Nature-Based Features (Bridges et al., 2021, 2015), the USACE Systems Approach to Geomorphic Engineering which promotes the integration of green and grey solutions, Conservational International's Practical Guide to Implementing Green-Gray Infrastructure (Conservational International, 2020), and many more. Our goal for this project is not to re-invent the wheel, but to align the work with the best available practices and provide a mechanism for updating this guidance as state, federal, and international adaptation strategies and guidelines continue to mature.

A.5.2 Transportation Network Evaluation and Metrics

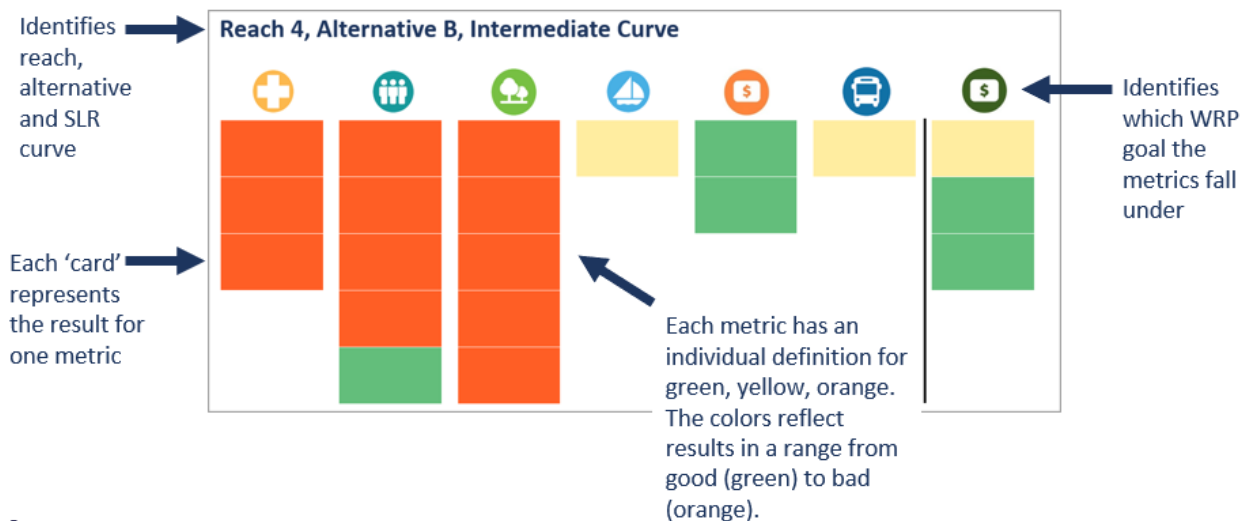
Prior to developing the project prioritization framework, the Pathways Team will work with TAMC to identify the evaluation criteria and metrics to evaluate the transportation infrastructure vulnerabilities. TAMC provides an initial list of potential criteria, and we recommend expanding on this list to include the timing of risk, additional equity considerations, and the potential for cost-sharing with other agencies where a risk reduction strategy can benefit multiple agencies or stakeholders. These additions would allow TAMC to be nimbler in securing grant funding for future project design and implementation. For example, projects competing for FEMA's Building Resilient Infrastructure and Communities grant program will score higher if more than 40 percent of the benefits go to disadvantaged communities, have multiple partners to support meeting the cost-share requirements, address near-term as well as future hazards, and include nature-based solutions.

Given budget constraints, the evaluation criteria may be evaluated more qualitatively than quantitatively, but this process will provide a strong foundation for future updates with more qualitative data and assessments.

Deliverable: Spreadsheet of evaluation criteria and metrics, organized relative to TAMC's goals

A.5.3 Project Prioritization Framework

With the evaluation criteria and metrics in hand, a framework for project prioritization can be developed. For the City of San Francisco, score cards were developed to help compare how different alternatives or strategies performed relative the goals and objectives (two of the nine goals did not differentiate between the strategies and were not used to evaluate strategies but were retained for later use to inform project design). A similar schema can be developed for TAMC to prioritize projects. However, prioritizing projects across multiple goals can be challenging. Ideally, a few projects will rise to the top across multiple goals and represent no regrets strategies for early implementation. Others may fall to the bottom or require additional analyses due to significant uncertainties, constraints, or community concerns that will require additional time to vet and address. The projects in between these two bookends are at the heart of this analysis approach. Often opportunities for grant funding can change the prioritization. For example, prioritizing equity may allow a project to rise to the top. Alternatively, prioritizing nature-based opportunities may favor another project, or increasing emergency response and disaster preparedness may favor yet another. We recommend staying flexible to help TMC maximize its success in moving project implementation forward.



Caption: Example score card for evaluating how a given alternative strategy performs relative to the City's goals and objectives

Deliverable: Spreadsheets or score cards to support prioritization, best fit approach to be developed with TAMC

A.5.4 Process Chapter

This chapter of the final report will outline the process of how the work progressed from existing conditions to future conditions, to vulnerability, and then to evaluation and prioritization. The chapter will also describe the input that was received and considered from working group members, advisory group members, stakeholders, and the public, and describe how the feedback informed the final findings.

This chapter will also outline caveats and uncertainties associated with the data used, and considerations or lessons learned for future updates to the regional transportation vulnerability assessment.

Deliverable: Draft and Final Process Chapter

A.5.5 Prioritization Chapter

This chapter of the final report will describe the findings of the project prioritization process. This may include a final prioritized list of projects, or this may include a short list of high priority near-term projects that maximize TAMC's goals and have support from Caltrans, and a longer list of projects that can be sorted through different lenses (e.g., society and equity, environment, mobility) and achieve differing orders of prioritization. This option would maximize grant funding opportunities and support greater transparency with stakeholders and the project on how projects are selected to move forward toward implementation.

Deliverable: Draft and Final Prioritization Chapter

A.6 Draft and Final Plan

This task includes compiling the Draft and Final Plan and shepherding the document through the review process. Several of the chapters will be written as the work occurs, such as the Existing Conditions Chapter, Hazards Chapter, Vulnerability Chapter, Social Justice Chapter, Process Chapter, and Prioritization Chapter. All chapter titles may change as the report outline is developed in collaboration with TAMC.

A.6.1 Develop Report Outline

The Pathways Team recommends developing the report outline early in the project timeline, to achieve consistency with the purpose and goals of the project, and to focus the workflow on the tasks that will best fit

the overall communication and documentation needs of the final report. Early agreement on a report outline can lead to greater satisfaction of the final product and support greater buy-in and acceptance of the overall report findings. However, the report outline can change over the project timeline as the needs of the project change.

Deliverable: Draft Annotated Report Outline

A.6.2 Admin Draft Report

The Pathways Team will compile a complete Administrative Draft Report for review by TAMC, Caltrans, and other working or advisory group members as designated by TAMC. We recommend tracking comments using an excel workbook with line and page numbers in the Admin Draft to facilitate comment compilation and responses.

We assume that TAMC will facilitate a 4-week review period for the Admin Draft Report, and TAMC will provide the Pathways Team with one set of consolidated comments to address. TAMC will address contradictory or conflicting comments, if required.

Deliverable: Administrative Draft Report

A.6.3 Public Draft Report

The Pathways Team will revise the Admin Draft Report in response to TAMC and Caltrans comments. We anticipate that some comments may require meetings between the consultant team and TAMC to address. The revised Draft Report and the responses to comments will be provided to TAMC to review. Upon acceptance, TAMC will release the revised Draft Report as the Public Draft Report.

The Pathways Team will support TAMC with outreach efforts during the 30-day public review period to engage a broader group of stakeholders. This engagement will be outlined in the Project Outreach Plan (Task A.1.2) and funded under Task A.2.2. The public review period will also include updates to the PublicInput website to facilitate dissemination of the report findings.

Deliverable: Responses to Comments, Public Draft Report

A.6.4 Final Report

The Pathways Team will work closely with TAMC on the responses to public comments. The list of public comments and their responses will be included as an appendix in the Final Report. If the effort to respond to the public comments exceeds the available budget, the Pathways Team will coordinate with TAMC on a contract modification to add scope and fee.

The report will be revised in response to public comments and issued as a Final Report. The Final Report and the companion Hazard Viewer will be made available online.

Deliverable: Public Comment Appendix, Final Report

North Monterey County Regional Transportation Vulnerability Assessment
Transportation Agency for Monterey County

		Pathways		Cambridge Systematics		ESA		Pathways Team	
		Total Hours	Labor Cost	Total Hours	Labor Cost	Total Hours	Labor Cost	Total Hours	Labor Cost
1	Project Administration	62	\$ 19,169.96	20	\$ 4,451.12	0	\$ 3,585.66	170	\$ 27,206.74
1.1	Project Management	72	\$ 10,285.32	20	\$ 4,451.12	16	\$ 3,585.66	108	\$ 18,322.10
1.2	Public Outreach Plan	36	\$ 5,466.96	0	\$ -	0	\$ -	36	\$ 5,466.96
1.3	Coordination and Information Sharing	26	\$ 3,417.68	0	\$ -	0	\$ -	26	\$ 3,417.68
2	Public Outreach	202	\$ 31,707.92	36	\$ 6,142.76	28	\$ 6,141.56	266	\$ 43,992.24
2.1	Produce, Schedule, Host, Organize Meetings	68	\$ 10,828.72	8	\$ 1,378.56	6	\$ 1,275.32	82	\$ 13,482.60
2.2	Support Community Engagement	88	\$ 15,253.68	24	\$ 4,083.60	16	\$ 3,704.96	128	\$ 23,042.24
2.3	Develop Interactive Website	46	\$ 5,625.52	4	\$ 680.60	6	\$ 1,161.28	56	\$ 7,467.40
3	Project Framework and Background	192	\$ 25,240.52	82	\$ 14,655.20	110	\$ 19,985.96	384	\$ 59,881.68
3.1	Collect and Review Background Information	46	\$ 5,936.40	18	\$ 3,262.28	0	\$ -	64	\$ 9,198.68
3.2	Existing Conditions Review	62	\$ 7,876.08	22	\$ 3,977.60	0	\$ -	84	\$ 11,853.68
3.3	Identification of Sensitive Habitats	10	\$ 1,424.08	0	\$ -	46	\$ 7,513.40	56	\$ 8,937.48
3.4	Existing Conditions Chapter	74	\$ 10,003.96	42	\$ 7,415.32	64	\$ 12,472.56	180	\$ 29,891.84
4	Vulnerability Assessment	396	\$ 52,830.84	104	\$ 19,339.20	56	\$ 11,215.36	434	\$ 67,649.48
4.1	Exposure Assessment (leverage Caltrans Work)	111	\$ 15,666.20	18	\$ 3,591.58	0	\$ -	129	\$ 19,257.78
4.2	Hazard Viewer	48	\$ 5,958.96	8	\$ 1,498.00	0	\$ -	56	\$ 7,456.96
4.3	Hazards Chapter	53	\$ 7,701.92	0	\$ -	28	\$ 5,493.64	81	\$ 13,195.56
4.4	Vulnerability Chapter	41	\$ 6,247.16	54	\$ 10,061.98	28	\$ 5,721.72	123	\$ 22,030.86
4.5	Low-Income and Disadvantaged Communities	45	\$ 5,708.32	0	\$ -	0	\$ -	45	\$ 5,708.32
4.6	Exposure and Vulnerability Dashboard	98	\$ 11,548.28	24	\$ 4,187.64		\$ -	122	\$ 15,735.92
5	Recommended Adaptation Prioritization List	206	\$ 33,208.34	172	\$ 33,808.02	64	\$ 13,329.24	442	\$ 80,345.60
5.1	Strategies and Best Practices	24	\$ 4,162.92	18	\$ 3,591.58	12	\$ 2,667.12	54	\$ 10,421.62
5.2	Transportation Network Evaluation and Metrics	22	\$ 3,997.04	44	\$ 8,752.44	14	\$ 2,894.46	80	\$ 15,643.94
5.3	Project Prioritization Framework	92	\$ 14,219.66	66	\$ 12,854.12	28	\$ 5,794.18	186	\$ 32,867.96
5.4	Process Chapter	42	\$ 6,726.48	18	\$ 3,520.30	0	\$ -	60	\$ 10,246.78
5.5	Prioritization Chapter	26	\$ 4,102.24	26	\$ 5,089.58	10	\$ 1,973.48	62	\$ 11,165.30
6	Draft and Final Plan	164	\$ 25,062.16	64	\$ 11,881.84	34	\$ 6,950.20	262	\$ 43,894.20
6.1	Develop Report Outline	10	\$ 1,845.24	0	\$ -	0	\$ -	10	\$ 1,845.24
6.2	Admin Draft Report	70	\$ 10,239.04	34	\$ 6,385.26	20	\$ 4,055.74	124	\$ 20,680.04
6.4	Public Draft Report	38	\$ 6,200.12	13	\$ 2,407.99	4	\$ 698.16	55	\$ 9,306.27
6.6	Final Report	46	\$ 6,777.76	17	\$ 3,088.59	10	\$ 2,196.30	73	\$ 12,062.65
	Labor Total	1294	\$ 187,219.74	478	\$ 90,278.14	308	\$ 61,207.98	2080	\$ 338,705.86
	Anticipated Salary Increases = 3% [0.5*Task 4 + Task 5 + Task 6 + Task 4.6]		\$ 2,713.80		\$ 1,723.60		\$ 776.61		\$ 5,214.01
	Other Direct Costs		\$ 4,979.20		\$ 589.60		\$ 589.60		\$ 6,158.40
	Other Direct Costs (Outreach Meeting Support)		\$ 7,000.00		\$ -		\$ -		\$ 7,000.00
	Grand Total (with Year 2 Salary Increase of 3%)		\$ 200,810		\$ 93,674		\$ 62,727		\$ 357,078

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: June 26, 2024
Subject: **Legislative Update**

RECOMMENDED ACTION:

RECEIVE updates on state and federal legislative issues and **ADOPT** positions on legislation.

SUMMARY:

This report includes updates on state and federal legislative activities and proposed positions on draft legislation. Both Senators Padilla and Butler nominated both of the projects that TAMC submitted for funding in the fiscal year 2025 federal transportation appropriations bill, the Elkhorn Slough Highway 1 corridor climate resiliency project and the King City Multimodal Station project.

FINANCIAL IMPACT:

The legislative proposals may have a financial impact on TAMC if they are enacted.

DISCUSSION:

Agency state legislative analyst Gus Khouri prepared an update on state legislative activities and Agency federal legislative analysts Paul Schlesinger and Jim Davenport prepared an update on federal legislative activities.

Attachment 1 is the draft state bill list, with cross-out and underline indicating changes since the last Board report. Bills that were indicated as dead in the May list have been removed. Priorities listed in the bill list refer to the adopted 2024 legislative program, online as **web attachment 1**. New positions recommended by the Executive Committee, staff, and Monterey Salinas Transit are as follows:

- Assembly Bill (AB) 6 (Friedman): Transportation planning: regional transportation plans: reduction of greenhouse gas emissions - **OPPOSE**: On June 5, the Executive Committee voted to oppose AB 6 due to its potential impacts on regional discretion and priority-setting for infrastructure needs, which is priority 1S on TAMC's adopted legislative program. The letter was due on June 5 by noon to be included in the information provided to the Senate Transportation Committee for their June 11 hearing. The letter is included under the correspondence item of this agenda. The author pulled the bill from consideration at that hearing.
- AB 3278 (Committee on Transportation): Transportation Omnibus Bill - **SPONSOR**: A new addition to the list is AB 3278, which includes a TAMC-sponsored correction to the Agency's name in various codes and statutes.
- Senate Bill (SB) 960 (Wiener): Transportation: planning: complete streets facilities: transit priority projects - **SUPPORT**: MST requests that TAMC take a "support" position on SB 960, which directs Caltrans to develop a transit priority policy. SB 960 would require inclusion of

bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan, the State Highway System Management Plan, and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill would require any project in the SHOPP to include bicycle, pedestrian, and transit priority projects unless a specified exception applies.

Attachment 2 is a state legislative update, focused on budget negotiations. Online as **web attachment 2** is a gas tax alternatives framework produced by Transportation for America.

Attachment 3 is a federal legislative update, noting the status of TAMC's federal funding requests. TAMC submitted its community project funding requests for \$2 million for Elkhorn Slough Highway 1 climate resiliency to Rep. Jimmy Panetta and \$1.5 million for the King City Multimodal Transportation Center to Rep. Zoe Lofgren. Neither member submitted TAMC's projects for funding. Both Senators Padilla and Butler supported both projects on their list. The Congress takes up the Federal Transportation Appropriations bill first, and then the Senate, after which they go to conference to develop a bill that then goes to each house for vote before going to the President for signature.

ATTACHMENTS:

1. State Bill Matrix
2. State Legislative Update
3. Federal Legislative Update

WEB ATTACHMENTS:

1. [TAMC 2024 Legislative Program](#)
2. [Gas tax alternatives: A policy evaluation framework](#)

TAMC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
<p>AB 6 (Friedman) Transportation Planning: regional transportation plans: Solutions for Congested Corridors</p>	<p>6/11/23 Senate Transportation Withdrawn</p>	<p>As amended on May 30, this bill would strengthen the authority of the California Air Resources Board (CARB) over Sustainable Communities Strategies (SCS) submitted by metropolitan planning organizations (MPO), such as the Association of Monterey Bay Area Governments (AMBAG), by allowing CARB to reject an SCS if it determines that the SCS is unlikely to be implemented. The bill also removes the 2050 sunset on updating regional greenhouse gas emission targets, allows CARB to dismiss projects that have environmental clearance if CARB does not want it included in an SCS, and requires wildlife crossings to be considered in an SCS. On June 5, the Executive Committee acted on behalf of the Board to oppose this bill based on an imminent hearing at the Senate Transportation Committee. The bill was withdrawn by the author at that hearing.</p> <p>This bill would require the California Air Resources Board (CARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state's greenhouse gas emission reduction targets.</p>	<p><u>OPPOSE</u> Watch Priority 1S Letter sent 6/5/24</p>
<p>AB 7 (Friedman) Transportation: project selection processes</p>	<p>9/11/23 Senate Floor Inactive</p>	<p>As amended on September 1, this bill would require the California State Transportation Agency (CalSTA), the Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to incorporate principles outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), the federal Infrastructure Investment and Jobs Act of 2021 (IIJA), and the federal Justice40 initiative into their existing program funding guidelines and processes.</p>	<p>Watch Priority 1S</p>

TAMC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body	6/5/24 Senate Local Government Failed Passage	This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all of the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.	SUPPORT Priority 15S Letters sent 5/10/24
AB 1904 (Ward) Transit buses: yield right-of-way sign	5/30/24 Senate Floor	This bill would allow transit agencies statewide to equip buses with a yield right-of-way sign on the left rear of the bus designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.	Watch Priority 9S
AB 2302 (Addis) Open meetings: local agencies: teleconferences	6/6/24 Senate Floor	This bill revises the Brown Act to allow local legislative bodies to meet virtually more frequently based on the number of meetings that they convene. While there are no changes to those entities that meet monthly, entities that meet twice per month can meet virtually five times annually, and those that meet three times or monthly can meet seven times virtually annually. This bill would not impact any TAMC meeting as none of them meet twice per month.	Watch Priority 15S
AB 2259 (Boener) Transportation: bicycle safety handbook	6/12/24 Senate Appropriations	As amended on May 16, this bill would require the California State Transportation Agency (CalSTA) to develop and distribute, on or before September 1, 2025, a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes. <u>The information is to be made available on websites for the California Highway Patrol, California State Library, and Department of Motor Vehicles.</u>	SUPPORT Priority 9S Letter sent 4/10/24

TAMC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
AB 2290 (Friedman) Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program	6/13/24 Senate Appropriations	As amended on April 1, this bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a design speed limit of 20 miles per hour or less or the project will reduce the design speed limit to 20 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would establish the Bikeway Quick-Build Project Pilot Program to expedite development and implementation of bikeways on the state highway system.	Watch Priority 2S
AB 2401 (Ting) Clean Cars 4 All Program	6/5/24 Senate Environmental Quality & Transportation	This bill would require the Clean Cars 4 All Program to ensure that incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the ARB manages the distribution of incentives to eligible residents of those areas.	SUPPORT Priority 4S Letter sent 4/10/24
AB 2535 (Bonta) Trade Corridor Enhancement Program	5/16/24 Assembly Appropriations Failed Passage	As amended April 24, this bill would alter the Trade Corridor Enhancement Program (TCEP) to allow investment targets into zero-emission freight infrastructure. The minimum investment target is 15%, increasing by 5% each cycle until it reaches 50%. Additionally, starting on January 1, 2025, the Department of Housing and Community Development (HCD) and State Air Resources Board (ARB) would create guidance for programming projects that expand a highway's physical footprint to address the impact on the highest 10% of CalEnviroScreen communities. This guidance must be incorporated into the January 1, 2028, programming cycle, which is Cycle 5.-Lastly, the bill would require the applicant agency to complete the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) within six months of the California Transportation Commission (CTC) adopting the TCEP program of projects as a condition of CTC funding for design, right-of-way, and capital construction costs.	OPPOSE Priority 1S Letter sent 4/10/24

TAMC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
AB 2583 (Berman) School Zones and Routes	6/6/24 Senate Transportation	<p>As amended on June 6, this bill would establish a default speed limit of 20 <u>25</u> miles per hour in school zones during the hours before the school day begins and after the school day ends when children are present, when a sign states specified hours. <u>The bill would authorize a local authority to adopt a resolution to establish a default speed limit of 20 miles per hour. After January 1, 2028, 20 miles per hour would become the default speed limit in a school zone statewide.</u></p>	Watch Priority 9S
AB 2815 (Petrie-Norris) Clean Transportation Program: electric vehicle charging stations	6/12/24 Senate Energy, Utilities & Communications	<p>As amended on June 4, this bill would require the State Energy Resources Conservation and Development Commission to provide funding through the Clean Transportation Program for repair or replacement of nonoperational electric vehicle charging stations that are at least 5 years old, that were installed before January 1, 2024, and that are in a publicly available parking space. The bill would require the commission to allocate at least 50% of that funding to low-income communities and disadvantaged communities. <u>Charging stations that are owned and operated by a charging network provider are not eligible for funding if the charging network provider that owns the charging station received an incentive from a state agency or an incentive through a charge on ratepayers for that charging station.</u></p>	Watch Priority 4S
AB 2869 (Friedman) Department of Transportation: trail access: infrastructure projects	5/16/24 Assembly Appropriations Failed Passage	<p>As amended on April 2, this bill requires Caltrans to mitigate the impact of infrastructure projects on safe access to parks and recreational areas and trails.</p>	Watch Priority 11S

TAMC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
<p>AB 3278 (Committee on Transportation) <u>Transportation: omnibus bill</u></p>	<p>6/13/24 <u>Senate Transportation</u></p>	<p><u>Transportation omnibus bill that includes a clause to change each reference in code from the “Transportation Agency of Monterey County” to the “Transportation Agency for Monterey County.”</u></p>	<p>SPONSOR Priority N/A</p>
<p>SB 537 (Becker) Open meetings: multijurisdictional, cross-county agencies: teleconferences <u>Department of General Services: memorial to forcibly deported Mexican Americans and Mexican immigrants</u></p>	<p>6/10/24 Assembly Committee on Governmental Organization</p>	<p>This bill authorizes multi-jurisdictional, cross-county legislative bodies to use alternate teleconferencing provisions if the authorizing agency has adopted a resolution. The bill would require a legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting. The bill requires a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the agency’s jurisdiction. The bill would require a member who receives compensation for their service on the legislative body to participate from a physical location that is open to the public. <u>This bill was amended on June 10 to address immigration and is no longer relevant to TAMC.</u></p>	<p>SUPPORT Priority 15S Letter sent 6/27/23</p>
<p>SB 768 (Caballero) CEQA: ARB: vehicle miles traveled: study</p>	<p>6/11/24 Assembly Appropriations</p>	<p>As amended on May 29, 2024, this bill would require the ARB <u>California State Transportation Agency (CalSTA)</u>, in consultation with to coordinate with relevant local agencies, including Regional Transportation Planning Agencies (RTPAs), to conduct a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA).</p>	<p>SUPPORT Priority 2S Letter sent 5/23/24</p>

TAMC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
SB 947 (Seyarto) Caltrans: state highway projects: agreements with public entities: project design changes	4/24/24 Senate Transportation Failed Passage	This bill would require Caltrans, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program.	Watch Priority 8S
SB 955 (Seyarto) Office of Planning and Research: Infrastructure Gap-Fund Program	5/16/24 Senate Appropriations Failed Passage	As amended April 4, this bill would require the Governor’s Office of Planning & Research (OPR) to establish the Infrastructure Gap-Fund Program. The bill would authorize the office to provide funding for up to 20% of a project’s total cost, subject to specified requirements, including, among other things, that the office is prohibited from awarding a grant to a local agency unless the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project’s total cost. The bill requires OPR to develop guidelines to provide grants to help local agencies complete broadband construction, fire stations, schools, health and safety improvements, and road projects that lead to a reduction in the vehicle miles traveled on roads and improve the public health, safety, and welfare. Only a city, county or a city and county can receive funding.	Watch Priority 3S
SB 960 (Wiener) Transportation: planning: complete streets facilities: transit priority projects	6/13/24 Assembly Transportation	As amended April 16, this bill would require Caltrans to adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would require inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan (TAMP), the State Highway System Management Plan (SHSMP), and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill would also require any project in the SHOPP to include bicycle, pedestrian, and transit priority facilities. The bill would require Caltrans to designate an encroachment permit manager in each district. MST is requesting TAMC to take a support position on this transit priority bill.	<u>SUPPORT</u> Watch Priority 1S

TAMC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
SB 961 (Wiener) Vehicles: safety equipment	6/13/24 Assembly Transportation	As amended May 8, this bill would require 50% of certain vehicles, commencing with the 2029 model year, to be equipped with a passive intelligent speed assistance system that would utilize visual and audio signals to alert the driver if the speed of the vehicle is more than 10 miles per hour over the speed limit. The bill would exempt emergency vehicles from this requirement.	Watch Priority 9S
SB 1098 (Blakespear) Passenger and freight rail: LOSSAN Rail Corridor	6/13/24 Assembly Transportation	As amended on March 20, this bill would require the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders as necessary, to ensure the performance of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. While TAMC is not part of the LOSSAN Rail Corridor today, the Coast Rail Coordinating Council has been in discussions with LOSSAN for many years about the potential for extending their service north from San Luis Obispo to close the gap on the coast rail line.	Watch Priority 16S
SB 1387 (Newman) California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project	6/13/24 Assembly Transportation	As amended on April 25, this bill requires the State Air Resources Board to authorize a zero-emission vehicle voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle has a gross vehicle weight rating that exceeds 8,500 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual. If the voucher is provided to an individual to acquire a vehicle for personal and commercial use, the bill would require that individual to attest under penalty of perjury that the vehicle will be primarily used in furtherance of a valid commercial or business purpose, but limited, to hauling and towing.	Watch Priority 13S



June 13, 2024

TO: Board Members, Transportation Agency for Monterey County
FROM: Gus Khouri, President
Khoury Consulting LLC
RE: **STATE LEGISLATIVE UPDATE –JUNE**

General Outlook

The legislature is contemplating legislation in policy committees in the second house (Assembly bills in the Senate, Senate bills in the Assembly). These bills must progress to the Appropriations Committees by July 3. Summer Recess begins upon adjournment of session on July 3. The legislature reconvenes on August 5. The Appropriations committees must approve bills by August 16. Both houses will have Floor Session only between August 19-31. The 2024 Calendar states that August 31 will be the final day of the 2023-24 legislative session. Governor Newsom will have until September 30 to sign or veto legislation.

The “Big Three” – Governor Newsom, Senate President pro-Tempore Mike McGuire, and Assembly Speaker Robert Rivas – are finalizing negotiations on the fiscal year (FY) 2024-25 State Budget, which must be enacted by the legislature on June 15 and signed by the Governor by June 30.

AB 3278 – Transportation Committee Omnibus Bill

TAMC is seeking technical corrections to harmonize statutory references to the Transportation Agency for Monterey County. The language would replace inconsistent statutory references using the word “of” to use the word “for” throughout various code sections. These changes will be included in AB 3278. **Status:** Senate Transportation Committee.

State Budget Update – Transportation Impacts

The May Revision had proposed various actions that could impact transportation funding programs. Below is a summary of priority programs and the status of each item.

Transit and Intercity Rail Capital Program (Formulaic) – A delay, from FY 24-25 to 25-26, of \$1.3 billion of formulaic Transit and Intercity Rail Capital Program funds provided in Senate Bill (SB) 125, leaving \$1 billion in FY 24-25. The Budget shifts \$261 million of the remaining \$1 billion in FY 24-25 from the General Fund to the Greenhouse Gas Reduction Fund. The Assembly Speaker and Senate President pro-Tempore agreed with the Governor’s proposal.

Transit and Intercity Rail Capital Program (Competitive) – A reduction of \$148 million in unused funds from Cycle 6, which is from the \$1.8 billion balance dedicated to projects in Southern California. The Assembly Speaker and Senate President pro-Tempore rejected the cut.

Active Transportation Program – A reduction of \$399 million in the May Revise, in addition to \$200 million in cuts proposed in January, leaves \$451 million for Cycle 7, a 57% cut from the original budget of \$1 billion. Cycle 7 covers programming capacity between FY 2025-26 and FY 2028-29. The Assembly Speaker and Senate President pro-Tempore rejected the cut. This action would protect \$44.5 million in funding for seven projects in the county that were awarded funding in Cycle 6, as follows:

Recipient	Project	Award
King City	San Antonio Drive	\$11,000,000
Monterey County	Castroville Community & School	\$6,400,000
Monterey County	Chualar Community & School	\$6,300,000
Monterey County	San Ardo Community & School	\$3,400,000
Salinas	Alisal Safe Routes to School	\$1,000,000
Salinas	Harden Parkway Path	\$8,000,000
TAMC	FORTAG California Avenue	\$8,400,000
TOTAL		\$44,500,000

Applications for Cycle 7, which are due on June 17 and cover programming capacity between FY 2025-26 and FY 2028-29, could still be impacted. TAMC is applying for the FORTAG Laguna Grande segment in Seaside and assisting the Cities of Soledad and Salinas in their applications for Cycle 7.



June 10, 2024

Thorn Run Partners Report for TAMC

TO: Christina Watson

FROM: Paul Schlesinger
Jim Davenport

On June 4, Senators Padilla and Butler posted on their websites their fiscal year 2025 congressionally directed spending requests to the Senate Transportation and Housing and Urban Development (THUD) Appropriations Bill. Senators Padilla and Butler are both seeking \$1.5 million for TAMC's King City Multimodal Transportation Center and \$2 million for the Elkhorn Slough Highway 1 project. While this is a positive step, we note that the Senators sought many projects for this bill and only a small fraction of those submissions will receive funding from the Senate Appropriations Committee. Therefore, our work with Sens. Padilla and Butler will continue throughout the summer.

At this time, the Senate Appropriations Committee has not indicated when appropriations bills will be considered. The Senate is in session for five weeks between now and August 4, which is when Congress will break for a five-week recess period. It's possible that the Senate will post the THUD bill on the Committee website before the recess, without having marked-up the bill, which is what they did last year. We will continue to monitor the Committee's activity and report back to you on any developments.

Memorandum

To: Board of Directors
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: June 26, 2024
Subject: **Measure X Citizens Oversight Committee Member Appointments**

RECOMMENDED ACTION:

APPROVE the appointment of Tony Garcia to serve as the labor organization alternate representative, Darren Fort to serve as the education representative, and Ralph Porras to serve as the education alternate representative on the Measure X Citizens Oversight Committee.

SUMMARY:

The Transportation Safety & Investment Plan Policies established the Measure X Citizens Oversight Committee, which represents a diverse range of community interests. Representatives of these interests must be nominated by their organizations. Additional members may be appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the Committee.

FINANCIAL IMPACT:

The Transportation Safety & Investment Plan, approved by voters on November 8, 2016, was anticipated to generate an estimated \$600 million over thirty years through a retail transactions and use tax of three-eighths' of one-percent (3/8%). This funding will make a significant dent in the billions of dollars in unmet road repair needs and regional safety and mobility project needs and, in some cases, will help get transportation projects off the ground sooner than planned.

DISCUSSION:

There are current vacancies on the Measure X Citizens Oversight Committee, which potential representatives have been nominated by their organizations for Board consideration:

- Tony Garcia has been nominated by the Monterey Bay Central Labor Council to serve as the alternate labor organization representative on the Measure X Citizens Oversight Committee. This appointment fills a vacancy after the unexpected death of Glen Schaller, who was their alternate representative on the committee.
- The Monterey County Office of Education has nominated their current alternative representative, Darren Fort, to serve as their education representative, and that Ralph Porras be appointed to serve as the new alternate education representative on the Measure X Citizens Oversight Committee.

Staff is seeking Board approval of these appointments to the Measure X Citizens Oversight Committee. If these representatives are approved by the Board, staff will provide an orientation to the new members of the roles, responsibilities, and duties of the committee.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Board of Directors
From: Alissa Guther, Transportation Planner
Meeting Date: June 26, 2024
Subject: Pajaro/Watsonville Multimodal Station Environmental Review Contract

RECOMMENDED ACTION:**Pajaro/Watsonville Multimodal Station Environmental Review Contract**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a contract with HDR Engineering, subject to Agency Counsel approval, in an amount not to exceed \$1,999,892, to provide environmental review services, for the period ending May 2026;
2. **APPROVE** the use of Transit and Intercity Rail Capital Project funds budgeted for this project; and
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

SUMMARY:

On December 8, 2023, the TAMC Board approved staff to publish a Request for Proposals for the Pajaro/Watsonville Multimodal Transit Hub project. On April 4, 2024, TAMC received three proposals. The proposals were reviewed, and the top consultant was selected through an interview process.

FINANCIAL IMPACT:

In April 2023, TAMC was awarded a Transit and Intercity Rail Capital Program grant in the amount of \$2,274,000 for the creation of environmental review documents for the Pajaro/Watsonville Multimodal Station. Staff is seeking a consultant to perform tasks in the scope of work totaling \$1,999,892; the remaining \$274,108 is to be used for project administration and coordination with Caltrans over the duration of the project.

DISCUSSION:

The Monterey County Rail Extension Project will extend passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. Phase 2 is the Pajaro/Watsonville Multimodal Transit Hub. The proposed Pajaro/Watsonville station will be the connection point for Santa Cruz County to new passenger rail service on the Coast mainline tracks between Salinas and the San Francisco Bay Area, as well as a hub on future round-the-bay service.

After a successful application to the Transit and Intercity Rail Capital Program (TIRCP), TAMC received \$2.3 million to fund environmental review documentation. In December 2023, TAMC released a Request for Proposals that received no submissions. Staff re-released the Request for

Proposals after more outreach to potential consultants and received three proposals. After a review process that included interviewing the top two proposers, one firm was selected as the potential contractor. HDR, Inc. The schedule for a contract to begin this work is as follows:

June 26, 2024: TAMC board approval of contract

June 2024: Project activities begin

A draft Schedule and Scope of Work/ Budget are attached as **web attachments**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Pajaro HDR Contract Draft Schedule](#)
- [Pajaro HDR Contract SOW and Budget](#)

Memorandum

To: Board of Directors
From: Doug Bilse, Principal Engineer
Meeting Date: June 26, 2024
Subject: **Monterey Branch Line Use Agreement with MST for the SURF! Project**

RECOMMENDED ACTION:**Monterey-Salinas Transit (MST) Monterey Branch Line corridor Use Agreement for the SURF! Busway and Bus Rapid Transit Project:**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a use agreement with Monterey-Salinas Transit (MST), to provide for the use of the Monterey Branch Line corridor for the SURF! Busway and Bus Rapid Transit Project; and
2. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the agreement, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term.

SUMMARY:

The SURF! Busway and Bus Rapid Transit Project is a collaborative project planned by the Monterey-Salinas Transit (MST) District and the Transportation Agency for Monterey County (TAMC) and funded in part by Measure X funds. The busway would operate within the TAMC-owned railroad public right-of-way known as the Monterey Branch Line. The collaboration is being formalized in an Agreement for the Use of Real Property, pending approval by both bodies. The agreement was constructed to allow rail service on the Monterey Branch Line which may result in a shared use with the SURF! bus line.

FINANCIAL IMPACT:

The SURF! project was included in the President's budget for a Federal Transit Administration Small Starts Full Funding Grant for construction and implementation, matching secured State Transit and Intercity Rail Capital Program and local Measure X transportation sales tax funds. TAMC is not expected to receive any funds as part of this agreement.

DISCUSSION:

The MST SURF! Busway and Bus Rapid Transit (BRT) project will operate between MST's Marina Transit Exchange at Reservation Road and De Forest Road (northern terminus), and Playa Avenue in Sand City/Seaside (southern terminus). The project consists of approximately 6 linear miles of roadway surface and related improvements to provide a dedicated express busway and bus rapid transit service between these points. The majority of the alignment of the busway would be within the

TAMC-owned Monterey Branch Line rail corridor right-of-way, an approximately 100-foot wide corridor generally located between Beach Range Road and the Monterey Peninsula Coastal Trail on the ocean side of State Route 1.

MST and TAMC have collaborated and planned the SURF! Busway and Bus Rapid Transit Project with the support of the Measure X funding program, a local sales tax measure funding transportation projects that passed in November 2016. MST is considered the lead agency for the project and TAMC owns the Monterey Branch Line corridor where the majority of the SURF! project is planned for operation.

MST and TAMC have collaborated on station requirements, permitting, and expectations for busway and station operations as part of BRT within the TAMC-owned railroad public right-of-way. The proposed use agreement puts forth the conditions of use for that corridor, pursuant to Federal Transit Administration requirements. TAMC and MST mutually agree to carry out the SURF! project including stations and busway infrastructure subject to specific tasks, responsibilities, designs, and long-term objectives for the Project contained in this Agreement.

The pertinent aspects of the agreement that might impact rail service are as follows:

- TAMC acknowledges and affirms MST's right and authority to use TAMC's public rights-of-way for the project and mutually agree future bus, bus rapid transit, or rail services are consistent with the requirements of the Federal Transit Administration (FTA) and regional transportation and transit plans, and include meeting minimum safe distance requirements between the bus rapid transit busway, future rail line, and pedestrian and bike paths.
- Any future bus, bus rapid transit, or rail service shall meet the FTA requirements for satisfactory continuing control.
- MST assumes responsibility for the maintenance of busway infrastructure and stations for the life of the project including, but not limited to, pavement management, signing, striping, guardrails, and other materials and devices associated with operations of the BRT along the corridor.
- MST shall design and construct the project to preserve the right-of-way for future rail transit and rail operations, minimize the removal of existing tracks, and BRT operations and future rail operations are coordinated to the maximum extent possible.

The TAMC Board is asked to adopt the proposed use agreement with MST for the construction of the SURF! project along the Monterey Branch Line.

ATTACHMENTS:

1. MST- TAMC SURF Busway and BRT Use Agreement

WEB ATTACHMENTS:

FINAL DRAFT

**AGREEMENT FOR THE USE OF REAL PROPERTY
BETWEEN MONTEREY-SALINAS TRANSIT DISTRICT AND
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
FOR PERMITTING AND OPERATION OF BUS RAPID TRANSIT SERVICE AND RELATED STATIONS
FOR THE SURF! BUSWAY AND BUS RAPID TRANSIT PROJECT**

This Use Agreement ("Agreement") is made and entered into this _____ day of June, 2024, by and between Monterey-Salinas Transit District ("MST" or "District"), a special district created by the laws of the State of California, and the Transportation Agency for Monterey County ("TAMC"), a regional transportation planning agency created by the laws of State of California, collectively called "Parties", hereinafter sets forth a common agreement concerning the use of the railroad corridor between Marina and Seaside/Sand City owned by TAMC for use by MST for the SURF! Busway and Bus Rapid Transit Project ("Project") including construction and continued use for bus rapid transit ("BRT") service.

RECITALS

WHEREAS, MST and TAMC have collaborated and planned the SURF! Busway and Bus Rapid Transit Project in support of the Measure X funding program, a local sales tax measure funding transportation projects and passed in November 2016; and

WHEREAS, MST is considered the lead agency for the project and TAMC owns the inactive railroad corridor where the majority of the Project is planned for operation; and

WHEREAS, as the lead agency, the MST Board of Directors approved the Project on July 2021 and April 2023 and the Federal Transportation Administration certified a National Environmental Policy Act (NEPA) Categorical Exclusion in January 2023; and

WHEREAS, the Project includes construction of a new busway for rapid bus service operated by MST; and

WHEREAS, the Project includes bus stations as part of the Project, as required by the Federal Transit Administration ("FTA") under the federal definition of a Small Starts BRT project; and

WHEREAS, MST and TAMC have collaborated on station requirements, permitting and expectations for busway and station operations as part of BRT within the TAMC-owned railroad public right-of-way; and

WHEREAS, in 2023, the SURF! project was included in the President's budget and MST will be executing an FTA Small Starts Full Funding Grant Agreement for funding construction and implementation of the Project; and

WHEREAS, the Parties mutually agree to carry out the Project including stations and busway infrastructure subject to specific tasks, responsibilities, designs, and long-term objectives for the Project contained in this Agreement.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performances contained herein, as well as the attached Exhibits A and B which are incorporated and made a part hereof, the parties agree as follows:

ARTICLE I

RECITALS ADOPTED. The recitals set forth above are hereby adopted as the factual basis for this Agreement.

ARTICLE II

PURPOSE. The Parties mutually agree to interpret and implement this Agreement for the purpose of and consistent with the following long-term objectives of the Project to:

1. Improve overall mobility for residents and visitors traveling to/from and through the Monterey Peninsula.
2. Provide safe, reliable and affordable transit connections to employment, education, and health care centers along the corridor for visitors and residents.
3. Provide strategic connections and increase access to the region's existing and planned multi-use trail facilities such as Fort Ord Dunes State Park, Fort Ord Regional Trail and Greenway, and the Monterey Bay Coastal Trail.
4. Implement associated traffic, bicycle, and pedestrian circulation improvements along the local network with and in support of the dedicated busway.
5. Engage, serve, and connect several disadvantaged, low income and veterans' communities in the cities of Marina, Seaside, and Sand City to key employment, commercial, health care and educational centers within the region.
6. Improve on-time transit performance and other metrics related to the reliability of the MST system along Highway 1 and increase transit ridership as an alternative to the automobile.
7. Improve air quality within the North Central Coast Air Basin.
8. Attract, together with other transit enhancements, more riders to transit with the objective of reducing the number of vehicles, and vehicle-miles traveled (VMT), using the corridor.

9. Reduce congestion on Highway 1 from local and inter-regional commuter traffic by providing an accessible public mass transit alternative.
10. Reducing pavement wear-and-tear due to vehicular traffic.
11. It is mutually agreed that future additional bus, rapid bus transit, and rail service shall be consistent with the transportation and transit needs and priorities of the region.

ARTICLE III DEFINITIONS

Agreement means this document and all Exhibits attached and subsequent amendments hereto.

Busway means a road, or section of a road, set apart from mixed-flow traffic exclusively used for buses with incidental access for emergency services.

Satisfactory Continuing Control means the conditions of the FTA Small Starts Grant that require that the busway and stations be used specifically for BRT and station purposes on the corridor and maintained in a state of good repair for a minimum of 20 years, starting on the initial date of SURF! bus operations.

Corridor means the public railroad right-of-way owned by TAMC between Palm Avenue and Del Monte Boulevard in Marina to Playa Avenue in Sand City/Seaside.

Project means the SURF! Busway and BRT Project, a six-mile busway between the Marina Transit Exchange and Sand City Station, including bus stop stations, traffic signal priority, and bicycle and pedestrian components, with construction scheduled to begin in 2024 and operations currently scheduled to begin after construction in late 2026 or early 2027.

Station(s) means the component of the Project where fixed-route BRT buses pick-up and drop-off passengers, and these sites may include bus stop shelters, waiting areas, off-board fare collection, RealTime signage with next bus arrival information, trash/recycling containers, and other amenities implemented as a result of the Project.

ARTICLE IV TERMS

1. RESPONSIBILITY OF BOTH MST AND TAMC

- 1.1. MST use of TAMC public rail corridor right-of-way: Pursuant to this agreement, TAMC acknowledges and affirms MST's right and authority to use TAMC's public rights-of-way for the Project and mutually agree future bus, bus rapid transit, or rail services are consistent with the requirements of the FTA and regional transportation and transit plans, and include meeting minimum safe distance requirements between the bus rapid transit busway, future rail line, and pedestrian and bike paths. This

Agreement including any future bus, bus rapid transit, or rail service shall meet the FTA requirements for satisfactory continuing control.

- 1.2. TAMC and MST representatives will be made available to meet with public and private utility providers to identify any overhead and underground utility plants located in or adjacent to the Corridor or station and facility areas. Any utilities in the corridor shall be preserved, protected in place, or relocated so that they will not interfere with planned or future use of the corridor for bus, bus rapid transit, or rail service. For work performed within the TAMC Railroad Right-of-Way, permittee shall follow engineering specifications as specified in the American Railway Engineering and Maintenance of Way Associations (AREMA) Manual for Railway Engineering, latest edition.

2. RESPONSIBILITY OF MST TO TAMC

- 2.1. Busway Design Criteria: MST shall design the busway to protect and enhance existing bicycle and pedestrian connections crossing and in parallel to the busway, when feasible. Design shall include safety and security measures to prevent unauthorized use of the busway.
- 2.2. Permits and Permissions for Project: MST shall obtain all required permits for Project in order to construct and operate the Project and BRT service.
- 2.3. Agreement for Work to Be Done by Others: MST acknowledges that TAMC retains the right to approve or deny permits to provide access to and guide the work by others along the Corridor right-of-way including utility relocations and other work conducted by another entity to enable construction and operations. This includes, but is not limited to, facilities to be supplied or erected by another entity for use by the construction contractor, or equipment procured by third parties.
- 2.4. Busway and Station Maintenance by MST: MST assumes responsibility for the maintenance of busway infrastructure and stations for the life of the Project including, but not limited to, pavement management, signing, striping guardrails, homeless camp removal within the Monterey Branch Line right-of-way within the project area, and other materials and devices associated with operations of the BRT along the corridor.
- 2.5. Busway and Station Operation by MST: MST shall be responsible for the continued operation of BRT services within the busway and at stations for the life of the Project.
- 2.6. Grant of Access by MST: MST shall grant TAMC access to the busway and TAMC right-of-way upon one business day notification to MST provided the access does not interfere with transit operations. Notifications should be communicated by email

during normal business hours and weekend access is discouraged. Email notifications shall include the location, purpose, and duration of access needed.

- 2.7. Insurance: MST shall require all construction contracts to carry All Risk Insurance, naming TAMC as additional insured and shall provide independent construction management for construction contracts.
- 2.8. Allowance for Future TAMC Rail Service: MST shall design and construct the Project to preserve the right-of-way for future rail transit and rail operations, minimizes the removal of existing tracks, and work cooperatively to ensure BRT operations and future rail operations are coordinated to the maximum extent possible.
- 2.9. Franchise agreements: MST does not retain legal rights to future franchise agreements related to the Corridor and shall not enter into any franchise agreements related to the Corridor without prior written consent of TAMC.
- 2.10. Plan reviews: MST shall allow TAMC to review and approve the Project design plans and take any other action necessary to meet design immunity thresholds prior to the commencement of Project construction.

3. RESPONSIBILITY OF TAMC TO MST

- 3.1. TAMC Continued Support and Cooperation: TAMC shall continue to support MST in implementing the Project including timely review and approval of final design, pre-construction surveys, and encroachment permits.
- 3.2. TAMC Allowance for Continued Use: TAMC shall allow MST satisfactory continuing control of busway and BRT improvements within the rail corridor. TAMC shall allow temporary access for construction work within the rail corridor and a certain amount of adjacent TAMC-owned property (within the public right-of-way). TAMC shall allow busway construction and BRT service for its originally authorized purpose, as provided in MST's award of FTA Capital Investment Grant, for a minimum of 20 years, starting on the initial date of SURF! bus operations.
- 3.3. Allowance for Future TAMC Rail Service: If a project for rail service along the corridor begins in the future, TAMC shall coordinate with MST to ensure that the busway and BRT service for its originally authorized purpose, as provided in MST's award of FTA Capital Investment Grant, can continue to operate for a minimum of 20 years, starting on the initial date of SURF! bus operations are not compromised.
- 3.4. If a project for rail service along the corridor begins within the useful life of the Project, TAMC shall identify the need for special railroad required insurance and provide said insurance prior to construction or operation of rail service along the

Corridor. TAMC and MST mutually agree that the rail corridor be protected for concurrent BRT and rail service.

- 3.5. Utilities: TAMC shall be responsible for the review and approval of modifications to existing or new Third-Party Agreements with utilities (e.g., master utility agreements) having authority to be in the Corridor right-of-way by easement or franchise agreement. TAMC shall determine if a utility will be required to relocate at their own cost when required by TAMC and other relevant information regarding responsibilities of the parties involved with utility installation, removal and relocation. TAMC shall work with MST and assist with utility relocation if requested and/or required for the safe delivery of construction and bus rapid transit operations.

4. PROJECT ADMINISTRATION

- 4.1. MST has designated Lisa Rheinheimer, Assistant General Manager, as the primary project manager for the Project. TAMC has appointed Doug Bilse, TE, Principal Transportation Engineer as the primary point of contact for the Project. These individuals, or the staff member(s) later assigned to the project manager role, shall communicate regularly to discuss the status of tasks and services related to the successful performance of this Agreement.
- 4.2. Changes to Project Manager/liaison designation(s) shall be communicated between both parties no later than two (2) weeks prior to the change occurring, or as soon as is reasonable under the circumstances.

5. RECORD OF BUSWAY PROJECT AND AS-BUILT PLANS

- 5.1. MST shall be responsible for maintaining the record of the project for all pre-construction and construction services. MST shall transmit to TAMC final as-built (or as-recorded) plans upon completion.

6. INDEMNIFICATION

- 6.1. Indemnity. It is mutually understood and agreed, relative to the indemnification of TAMC and MST:
 - 6.1.1. MST shall, to the fullest extent permitted by law, fully defend, indemnify, and hold harmless TAMC, its Board of Directors, and/or any officer, agent, or employee of TAMC, against any damage or liability occurring by reason of anything done or omitted to be done by MST under the Agreement.
 - 6.1.2. TAMC shall, to the fullest extent permitted by law, fully defend, indemnify, and hold harmless MST, and/or any officer or employee of MST, against any damage or liability occurring by reason of anything done or omitted to be done by TAMC

under the Agreement.

6.1.3. Notwithstanding any other provision of this Agreement, each party's obligation to defend, indemnify, and hold harmless the other party, as expressed in these Indemnification Provisions, shall survive the termination or expiration of the Agreement for a term to include the applicable statute of limitations related to MST's performance pursuant to the Agreement.

7. NON-DISCRIMINATION

7.1. The Parties agree that they shall not participate in any discriminatory action against any employee who is paid by funds indicated in this Agreement or against any applicant for such employment because of race, religion, color, sex, marital status, creed, national origin, age, Vietnam era or disabled veterans status, or the presence of any sensory, mental, or physical handicap, or as otherwise provided by applicable law. This provision shall include, but not be limited to: employment, upgrading, demotion, transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training.

8. AGREEMENT MODIFICATIONS

8.1. The Parties mutually agree and understand that no alteration or variation to the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and that any oral understanding or agreements not incorporated herein, shall not be binding.

9. NOTICES

9.1. Any written notice that is provided for or given concerning this Agreement may be served on the Party to whom it is intended in person or by sending it by regular mail addressed to such Party as follows:

Monterey-Salinas Transit	Transportation Agency for Monterey County
Carl Sedoryk General Manager/CEO Monterey Salinas Transit 19 Upper Ragsdale, Suite 200 Monterey, CA 93940 Ph: 831-264-5001	Todd Muck Executive Director Transportation Agency for Monterey County 55-B Plaza Circle Salinas, CA 93901 Ph: 831-775-4407

With a copy to:	With a copy to:
Lisa Rheinheimer Assistant General Manager Same address Ph:831-264-5874	Doug Bipse, TE Principal Transportation Engineer Same address Ph: 831-775-4413

- 9.2. Either Party may change their address by giving written notice by email or letter of such change to the other Party. Mailed notice shall be deemed received three (3) days after the date of mailing, postage prepaid.

10. DURATION AND TERMINATION

- 10.1. Unless the Parties mutually terminate the Agreement, or one Party materially breaches the Agreement, this Agreement shall have a term of 20 years beginning on the initial date of SURF! bus operations.
- 10.2. After the initial term of this Agreement, TAMC and MST may mutually exercise additional optional 5-year terms.
- 10.3. Funding for this Project is provided, in part, from federal and state sources. The terms and conditions of this Agreement are subject to Federal and State of California funding requirements and continued availability of funding identified for this Project.
- 10.4. TAMC may terminate this Agreement if MST has not commenced construction of Project within 5 years of the date of execution of this Agreement.

11. DISPUTE RESOLUTION PROCESS

- 11.1. In the event of any dispute concerning this Agreement, the Project Managers shall confer to resolve the dispute. These individuals shall use their best efforts and exercise good faith to resolve disputes and issues arising out of or related to this Agreement. If the Project Managers are unable to resolve the dispute, the MST General Manager/CEO and TAMC Executive Director shall confer and make a good-faith effort to resolve the dispute.
- 11.2. If the MST General Manager/CEO and TAMC Executive Director are unable to resolve the dispute, the Board Chairs for MST and TAMC shall engage in good-faith negotiations to resolve the dispute.
- 11.3. Any controversy or claim arising out of or relating to this Agreement or the alleged breach of such Agreement that cannot be resolved by the Board Chairs for MST and TAMC, either party may submit the dispute to mediation.
- 11.4. The parties agree that they shall have no right to seek relief in a court of law until each of these procedural steps is exhausted. If a statute of limitations or statute of repose

may lapse during these procedural steps such statute(s) are deemed tolled until the completion of the above referenced administrative dispute resolution process. If either Party seeks relief is sought in a court of law, the parties agree to Monterey County Superior Court as the venue for any legal action, subject to federal jurisdictional and venue requirements.

12. INDEPENDENT CONTRACTOR

12.1. MST and TAMC are and shall at all times be deemed to be independent contractors in the provision of the services set forth in this Agreement. Nothing herein shall be construed as creating the relationship of employer and employee, or principal and agent, between either party or between any of their employees. Each party shall retain all authority for provision of services, standards of performance, discipline and control of its personnel, and other matters incident to its performance of services pursuant to this Agreement. Nothing in this Agreement shall make any employee of MST an employee of TAMC or any employee of TAMC an employee of MST for any purpose, including but not limited to, for withholding of taxes, payment of benefits, workers' compensation pursuant to California law, or any other rights or privileges accorded their respective employees by virtue of their employment.

13. NO THIRD-PARTY BENEFICIARY

13.1. MST does not intend by this Agreement to assume any contractual obligations to anyone other than TAMC. TAMC does not intend by this Agreement to assume any contractual obligations to anyone other than MST. The Parties do not intend there be any third-party beneficiary to this Agreement.

14. WAIVER

14.1. No waiver by either party of any term or condition of this Agreement incorporated in this Agreement shall be deemed or construed to constitute a waiver of any other term or condition or of any subsequent breach, whether pertaining to the same or different provision.

15. ENTIRE AGREEMENT

15.1. This Agreement contains all of the agreements of the parties with respect to the subject matter covered or mentioned therein, and no prior Agreements shall be effective to the contrary.

16. DOCUMENT EXECUTION AND FILING

16.1. The Parties agree that this Agreement has been approved and executed by the necessary officials of the parties. Execution of this document may be performed using

DocuSign or other commonly used electronic signature software. Upon execution, a copy of this Agreement shall be retained by both the MST Clerk and TAMC Clerk. Each duplicate electronically executed Agreement shall constitute an agreement binding upon all parties.

17. RATIFICATION

17.1. Acts taken in conformity with this Agreement prior to its execution are hereby ratified and affirmed.

18. SEVERABILITY

18.1. If any section or part of this Agreement is held by a court to be invalid, such action shall not affect the validity of any other part of this Agreement.

19. COUNTERPART SIGNATURES

19.1. This Agreement may be executed in one or more counterparts, each of which shall constitute an original agreement, but all of which together shall constitute one and the same instrument

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year set forth below their signatures.

MONTEREY-SALINAS TRANSIT DISTRICT

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

By: Carl G. Sedoryk

By: Todd A. Muck

Title: General Manager/CEO

Title: Executive Director

Date: _____

Date: _____

Approved as to form: _____

Approved as to form: _____

By: David C. Laredo

By: Shane Eben Strong

Title: MST General Counsel

Title: TAMC Counsel

Exhibits

Exhibit A: Project Description date January 12, 2023

Exhibit B: Striping Plan from 95% Design Package

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: June 26, 2024
Subject: **MINUTES**

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - draft minutes of June 3, 2024
- Executive Committee - draft minutes of June 5, 2024
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of June 5, 2024
- [Technical Advisory Committee](#) - draft minutes of June 6, 2024
- [Measure X Citizens Oversight Committee](#) - No Meeting

SUMMARY:**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

1. Exec draft minutes June 5_2024
2. Draft_RPC_Minutes_June_3_2024_Meeting

WEB ATTACHMENTS:

DRAFT MINUTES

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES AND MONTEREY COUNTY
REGIONAL DEVELOPMENT IMPACT FEE JOINT POWERS AGENCY**

EXECUTIVE COMMITTEE MEETING

*Members: Chris Lopez (Chair), Dave Potter (1st Vice Chair),
Wendy Root Askew (2nd Vice Chair), Michael LeBarre (Past Chair),
Luis Alejo (County representative), Chaps Poduri (City representative)*

Wednesday, June 5, 2024

*** 9:00 a.m. ***

Transportation Agency Conference Room, 55-B Plaza Circle, Salinas CA

Alternate locations:

2616 1st Avenue, Marina, CA 93933, Supervisor Askew's Office

168 West Alisal Street, 2nd Floor, Salinas, CA 93901, Supervisor Alejo's Office

599 El Camino Real, Greenfield, CA 93927, Supervisor Lopez's Office

EXECUTIVE COMMITTEE	AUG 23	SEP 23	OCT 23	NOV 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUN 24
Chris Lopez, Chair Supr. Dist. 3 (P. Barba)	P(A) (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Dave Potter, 1st Vice Chair Carmel-By-The-Sea (J. Baron)	P	P	P	P	P	P	A	P	A	P
Wendy Root Askew, 2nd Vice Chair Supr. Dist. 4 (Y. Anderson)	P(A) (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)
Michael LeBarre, Past Chair King City (C. DeLeon)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P	P (VC)	P (VC)	P (VC)	P (VC)
Luis Alejo, County Representative Supr. Dist. 5 (L. Gonzales; J. Gomez)	P(A) (VC)	P (VC)	P	P(A) (VC)	P	P*	P(A) (VC)	P	P	P(A) (VC)
Chaps Poduri, City Representative (Joe Amelio)	P	P	P	P	P	P	P	P	P	P

TC: via teleconference; VC: via video conference

P = Present

A = Absent

P(A) = alternate present

E = Excused

P(VC) Video Conference

P*= New Representative

1. CALL TO ORDER

Chair Lopez called the meeting to order at 9:00 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Guther, Kise, Montiel, Muck, Park, Rodriguez, Sambrano, Watson, Zeller.

Others present: Paul Schlesinger and Jim Davenport, Thorn Run Partners; Gus Khouri, Khouri Consulting; Yuri Anderson, Supervisor 4 District office; Jasmine Mejia Cortez, Supervisor District 1 office; David Schonbrunn, TRAC; Michael Setty, TRAC; Carl Miller, Monterey Airport; Carl Sedoryk, MST; Bryan Rosen; Lorna Moffet

2. PUBLIC COMMENTS

No public comment.

3. CONSENT AGENDA

On a motion by Committee Member LeBarre, seconded by Committee Member Potter, the Committee voted 6-0 to approve the minutes from the Executive Committee meeting of May 1, 2024.

4. LEGISLATIVE UPDATE

On a motion by Committee Member LeBarre, seconded by Committee Member Poduri, the Committee voted 6-0 to act on behalf of the Board of Directors to adopt an “oppose” position on Assembly Bill (AB) 6 (Friedman) due to its timeline for review by Senate committees prior to the Board meeting.

Jim Davenport and Paul Schlesinger, Agency Federal Legislative Consultants, reported that both Senators Butler and Padilla submitted fiscal year 2025 earmark requests for the King City multimodal station and the Highway 1 Elkhorn Slough Climate Resiliency projects. He noted that staff will continue to work with their staff to elevate TAMC’s projects.

Gus Khouri, Agency State Legislative Consultant, presented a state legislative update. He noted that Governor Newsom, Assembly Speaker Rivas, and Senate President pro tempore McGuire negotiated a solution to the Active Transportation Program by moving State Highway Funds to replace the General Funds allocated in the prior year’s budget. He highlighted the following bills of interest:

- AB 2535 (Bonta) Trade Corridor Enhancement Program would have reduced funding available for our projects’ applications; the bill was defeated in committee and is not moving ahead this year.

- AB 6 (Friedman): Transportation planning: regional transportation plans: reduction of greenhouse gas emissions, was recently amended to give the California Air Resources Board veto authority over Sustainable Communities Strategies, which are required for TAMC to be able to apply for Senate Bill 1 funding for transportation projects. Staff requested the Executive Committee act on behalf of the TAMC Board to oppose this bill, due to the quick turnaround of the bill going to key Senate committees in the next few weeks, prior to the Board meeting.

Public comment:

Bryan Rose, resident, commented that he supports bills that limit air pollution.

Carl Sedoryk, MST, noted that MST was also listed in Senator Butler and Padilla's list of transportation funding projects, \$1 million for a hydrogen fueling facility in King City.

Lorna Moffett, resident, spoke in opposition to the SURF Project.

5. FEDERAL LEGISLATIVE ASSISTANCE

On a motion by Committee Member LeBarre, seconded by Committee Member Askew, the Committee voted 6-0 to recommend that the Board of Directors approve a one-year extension to the current contract with Thorn Run Partners for federal legislative assistance and directed staff to go out with a Request for Qualifications in the summer of 2025 for a new contract that would be good for five years.

Christina Watson, Director of Planning, reported that the TAMC Board approved a contract with Alcalde & Fay on May 26, 2021. Paul Schlesinger was a key reason why the Agency selected that firm. Mr. Schlesinger transferred to Thorn Run partners in November 2021, and the TAMC Board approved executing a contract with Thorn Run Partners on December 1, 2021.

In the past 2.5 years, Thorn Run has successfully advocated for TAMC to secure two federal community project funding requests: \$1 million for the US 101 Spence Road auxiliary lane (fiscal year 2023), and \$1,811,000 for the Pajaro-to-Prunedale G12 corridor project (fiscal year 2024). They are supporting TAMC's current requests for funding for the King City Multimodal Station and the Elkhorn Slough Highway 1 Climate Resiliency project (fiscal year 2025). They have supported our federal grant efforts. They have supported visits of Board members to Washington, DC and set up teleconference / videoconference meetings with our federal representatives and agency officials. They provide monthly reports to the Executive Committee and Board and weekly updates to staff.

6. INVESTMENT POLICY UPDATE

On a motion by Committee Member Askew, seconded by Committee Member Potter, the Committee voted 6-0 to invite the County Treasurer to a TAMC Board meeting to present on the Agency Investment Policy.

Jeff Kise, Director of Finance & Administration, reported that the rise in interest rates over the last couple of years has caused some to question the relatively low yield being realized by the agency's investments. Mr. Kise reported that staff investigated the possibility of opening alternative investment accounts and met with the County Treasurer to discuss County investment guidelines and returns. Mr. Kise notes that the County Pool has a maximum investment horizon of five years, the result of which is that in a rising rate environment, the pool's average yield is depressed by the relatively low yield of longer-term investments purchased when rates were low; the flip side is that when rates start to go

down, the pool's yield does not drop as quickly since it is propped up by long-term instruments bought during the high-rate period.

7. APPRAISAL OF THE MONTEREY BRANCH LINE CORRIDOR

On a motion by Committee Member Askew, seconded by Committee Member LeBarre, the Committee voted 5-1 to recommend that the Board of Directors ratify actions necessary for Agency staff to contract with an appraisal firm to determine the fair-market value of the Monterey Branch Line corridor. Committee Member Potter voted no.

Executive Director Todd Muck reported that the Agency purchased the Monterey Branch Line using \$9,228,475 of Proposition 116 rail bond funds in 2003. California Transportation Commission staff are recommending the Agency pay a credit to the State for the fair-market value of the property in 2024 dollars to rectify the missed ten-year deadline to begin service per the CTC resolution approving the funding allocation. To determine the fair-market value of the corridor, the Agency will need to retain the services of an appraisal firm, which is expected to be under \$50,000, funded by rail lease revenues. Failure to do so would jeopardize the \$78 million in secured funding for the SURF! Busway and Bus Rapid Transit project.

Committee member Askew supported the proposal to allow staff to do an appraisal to maximize the Agency's financial flexibility and to preserve the rail corridor.

Committee Member Potter expressed concern about losing funding for rail projects.

Public Comment:

Lorna Moffett, resident, spoke in opposition to the SURF Project.

Bryan Rosen, resident, spoke in opposition to the SURF Project.

Michael Setty, TRAC, commented on the Train Riders Association of California proposal.

David Schonbrunn, TRAC, commented on the Train Riders Association of California proposal.

8. TAMC BOARD DRAFT AGENDA

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of June 26, 2024. After Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Measure X Ordinance Amendment
- Monterey Bay Drone, Automation and Robotics Technology (MB DART) initiative
- Prop 116 and the Monterey Branch Line
- Transportation Agency Community Group Memberships

9. ADJOURNMENT

Chair Lopez adjourned the meeting at 10:29 a.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Draft Minutes of June 3, 2024

55-B Plaza Circle, Salinas, California 93901 - Transportation Agency Conference Room

Alternate locations: 2616 1st Avenue, Marina, California 93933 - Supervisor Askew's Office

11140 Speegle Street, Castroville CA, 95012 Supervisor Church's Office

168 West Alisal Street, 2nd Floor, Salinas, CA 93901, Supervisor Alejo's Office

	JUN 23	JUL 23	AUG 23	SEP 23	OCT 23	NOV 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUN 24
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	C	N	P	P	P(A) (VC)	P	P	C	P(A) (VC)	P(A) (VC)	C	P(A) (VC)
G. Church, Dist. 2 (M. Vierra , L. Gray)	A	O	P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)	A	P(A) (VC)	P(A) (VC)	A	P (VC)
W. Askew, Dist. 4 (Y. Anderson, E. Mora)	N		P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P (VC)	N	P(A) (VC)	P(A) (VC)	N	P(A) (VC)
M. Adams, Dist. 5, (C. Courtney)	C	M	E	A	P(A) (VC)	P(A) (VC)	P(A) (VC)	C	P(A) (VC)	E	C	A
M. LeBarre, King City, Chair (C. DeLeon)	E	E	P	P	P	P	P	E	P	P	E	P
B. Delgado, Marina (J. McAdams)	L	E	A	A	A	P (VC)	A	L	P (VC)	A	L	P (VC)
E. Smith, Monterey (K. Barber, M. Garcia, A. Renny)	L	T	P	A	P	P	E	L	P	P	L	P
A. Sandoval, Salinas, (A. Rocha)	E	I	A	P	P	P	P(A)	E	P	A	E	A
M. Carbone, Sand City (J. Blackwelder)	D	N	A	A	A	P	A	D	P	P	D	P
I. Oglesby, Seaside (D. Pacheco)		G	P	P	P	A	P		A	A		E
F. Cabrera, Soledad (A. Velazquez)			P	P	A	A	P		P	E		E
D. Potter, At Large Member, Vice Chair (J. Barron)			E	A	E	P	P		P	P		P
M. Twomey, AMBAG (H. Adamson , P. Hierling)			P(A) (VC)	P(A) (VC)	E	P (VC)	P(A) (VC)		P(A) (VC)	P(A) (VC)		P(A) (VC)
A. Lopez, Caltrans District 5			A	A	P(A) (VC)	P (VC)	P (VC)		P (VC)	A		A
C. Sedoryk, MST (L. Rheinheimer/ M. Overmeyer)			P(A) (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P(A)		P(A) (VC)	P(A) (VC)		P(A)

STAFF	JUN	JUL	AUG	SEP	OCT	NOV	JAN	FEB	MAR	APR	MAY	JUN
T. Muck, Executive Director	C	N	E	P	P	P	P	C	P	P	C	P
C. Watson, Director of Planning	A	O	P	P	P	P	P	A	P	P	A	P
M. Zeller, Director of Programming & Project Delivery	N		P (VC)	E	E	P (VC)	E	N	P (VC)	E	N	E
M. Montiel Admin Assistant	C	M	P	P	P	P	P	C	P	E	C	E
L. Williamson, Senior Engineer	E	E	P (VC)	P (VC)	A	P	P	E	E	E	E	P
D. Bilse, Principal Engineer	L	E	P (VC)	A	P (VC)	P (VC)	A	L	P (VC)	A	L	P
A. Guther, Assis. Transp. Planner	L	T	P	P	P	P	P	L	P	P	L	P
A. Sambrano Transp. Planner	C	N		P (VC)	P (VC)	P (VC)	P	C	P (VC)	P (VC)	C	P

P = Present A = Absent P(A) = Alternate Present E = Excused (VC) = Video Conference

1. QUORUM CHECK AND CALL TO ORDER

Chair LeBarre called the meeting to order at 3:04 p.m. A quorum was established.

OTHERS PRESENT

Leonie Gray	District 2 Office	Jeff Kise	TAMC Staff
Bryan Rosen	Public	Madison Springfield	TAMC Staff
Roland LeBrun	Public	Elouise Rodriguez	TAMC Staff
Lorna Moffett	Public	Mi Ra Park	TAMC Staff
Todd Clark	Public	Brianna Goodman	SCCRTC

2. PUBLIC COMMENTS

Lauren Moffet, resident, commented on the proposed SURF! Project.

Bryan Rosen, resident, commented on the proposed SURF! Project.

Roland LeBrun, resident, commented on the potential of hydrogen power for rail service.

3. CONSENT AGENDA

M/S/C Potter/Smith/unanimous

3.1 Approved minutes of the April 1, 2024, Rail Policy Committee meeting.

3.2 Received media clippings attached online.

END OF CONSENT AGENDA

4. MONTEREY BRANCH LINE USE AGREEMENT WITH MST FOR THE SURF! PROJECT

M/S/C LeBarre/Smith/unanimous

The Committee recommended that the Board approve the Monterey Branch Line use agreement with Monterey-Salinas Transit (MST) for the SURF! Busway and Bus Rapid Transit (BRT) Project.

Doug Bipse, Principal Engineer, reported that the MST SURF! Busway and BRT project will consist of six miles of roadway surface and related improvements to provide a dedicated busway and bus rapid transit service between Marina and Sand City within the TAMC-owned Monterey Branch Line rail corridor right-of-way. He noted that MST and TAMC have collaborated and planned the SURF! Busway and Bus Rapid Transit Project with the support of the Measure X funding program, and that MST is the lead agency for the project.

Committee Member Delgado asked when rail would be allowed in the corridor pursuant to the use agreement. Executive Director Muck responded that the use agreement is required by MST's federal grant, which requires a 20-year useful life of the busway project. He noted the right-of-way can accommodate both the busway and the future rail line, and the use agreement has a condition to allow for the rail project should funding be secured within that 20-year window.

Public comment:

Lauren Moffet, resident, commented on the proposed SURF! Project.

Bryan Rosen, resident, commented on the proposed SURF! Project.

5. SALINAS RAIL KICK START PROJECT UPDATE

The Committee received an update on the Salinas Rail Kick Start Project.

Christina Watson, Director of Planning, reported that the Monterey County Rail Extension Project will extend passenger rail service from Santa Clara County south to Salinas.

Ms. Watson reported that staff has met with Caltrans and received design review and capacity model preliminary findings from Union Pacific.

Public comment:

Bryan Rosen, resident, commented on the Castroville station.

6. COAST CORRIDOR RAIL PROJECT UPDATE

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

Christina Watson, Director of Planning, reported the Coast Rail Coordinating Council (CRCC) Policy Committee met on May 17 to discuss a joint funding request.

7. PAJARO MULTIMODAL STATION PROJECT UPDATE

The Committee received an update on the Pajaro/Watsonville Multimodal Station Project.

Alissa Guther, Transportation Planner, reported that the Pajaro station environmental review contract would be on the agenda for the June Board meeting.

8. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Christina Watson, Director of Planning, announced there is no Rail Policy meeting in July, the next meeting is August 5, 2024.

Alissa Guther, Transportation Planner, announced that the Santa Cruz Regional Transportation Commission is opening public engagement for a new phase of its Zero Emission Passenger Rail and Trail project starting June 6, 2024.

Committee Member Delgado requested the Committee discuss extending the handcar lease that will expire in October 2024.

9. ADJOURN

Chair LeBarre adjourned the meeting at 4:07 p.m.

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: June 26, 2024
Subject: **CORRESPONDENCE**

RECOMMENDED ACTION:

RECEIVE TAMC Correspondence for June 2024.

SUMMARY:**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

None

WEB ATTACHMENTS:

- [June 18, 2024, letter to Christina Watson, TAMC Director of Planning re: TRAC Proposal from David Schonbrunn, Vice President Train Riders Association of California \(TRAC\)](#)
- [June 5, 2024, letter to The Honorable Dave Cortese Chair, Senate Transportation Committee State Capitol, re: AB 6 \(Friedman\): Transportation planning: regional transportation plans: reduction of greenhouse gas emissions – Oppose from TAMC Executive Director Todd Muck](#)
- [June 4, 2024, letter to California Department of Transportation \(Caltrans\) Division of Local Assistance Attn: Office of State Programs, re: Support for Del Monte Boulevard Complete Street Improvement Project from TAMC Executive Director Todd Muck](#)
- [May 28, 2024, letter to Scott Eades, District 5 Director, re: Update of Scenic Route 68 Corridor Improvement Project from TAMC Executive Director Todd Muck](#)
- [May 23, 2024, letter to The Honorable Scott Wiener, Jesse Gabriel, Aisha Wahab and Steve Bennett re: Support for the Intercity Passenger Rail Program Budget Change Proposal from TAMC Executive Director Todd Muck](#)
- [May 23, 2024, letter to The Honorable Isaac Bryan Chair, Assembly Natural Resources Committee, re: SB 768 \(Caballero\): California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study – Support from TAMC Executive Director Todd Muck](#)
- [May 23, 2024, letter to Carl Sedoryk General Manager / CEO Monterey-Salinas Transit, re: Support for Monterey-Salinas Transit District's Application to the 5311\(f\) Grant Program to](#)

Continue Line 59 from Salinas to Gilroy from TAMC Executive Director Todd Muck

- May 21, 2024, letter to City Council members; City of Marina, City of Sand City; Kevin Kahn, District Manager Central Coast District California Coastal Commission re: Joint Statement Regarding TAMC Use of the Monterey Branch Line for the MST SURF! Busway and Bus Rapid Transit Project from TAMC Chair Lopez and MST Chair Velasquez
- May 21, 2024, letter to Bruce Delgado, Mayor, City of Marina, and Alyson Hunter, Planning Manager, re: Monterey Branch Line: Caltrans Support for Busway as Precursor for Passenger Rail from Kyle Grading, Chief Division of Rail
- May 17, 2024, letter to The Honorable Scott Wiener, Jesse Gabriel, Aisha Wahab and Steve Bennett re: Support for the Intercity Passenger Rail Program Budget Change Proposal from Dave Potter, Chair, Coast Rail Coordinating Council (Mayor, City of Carmel-by-the-Sea; 1st Vice Chair, Transportation Agency for Monterey County)
- May 17, 2024, letter to Kacey Ruggiero, California Transportation Commission Assistant Deputy Director – Programming State Transportation Improvement Program, California Public Utilities Commission, Rail Safety Division – Rail Crossings Engineering Branch re: MST SURF! Busway Project from Kevin Kahn, District Manager, Central Coast District California Coastal Commission
- May 16, 2024, letter to The Honorable Blanca Pacheco, California State Assembly, re: AB 817 (Pacheco) Local Government: Open Meetings – Support from Special Districts Directors

Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: June 26, 2024
Subject: **Monterey Bay Drone, Automation and Robotics Technology (MB DART) initiative**

RECOMMENDED ACTION:

AUTHORIZE the Executive Director to submit a federal funding application for the United States Department of Transportation (US DOT) Strengthening Mobility and Revolutionizing Transportation (SMART) grant program on behalf of the Monterey Bay Drone, Automation and Robotics Technology (MB DART) California Coastal Transportation Aerial Support for Resiliency Project initiative.

SUMMARY:

The Monterey Bay Drone, Automation and Robotics Technology (MB DART) project is considering applying for federal Strengthening Mobility and Revolutionizing Transportation (SMART) funding, which requires a regional transportation agency as a partner in that application. MB DART requests that TAMC consider acting as sponsor for this funding application for the California Coastal Transportation Aerial Support for Resiliency Project.

FINANCIAL IMPACT:

The grant maximum is \$2 million and the total federal funding requested for the project is \$1,989,739, supplemented by a partner match of \$123,700 from consortium partners (not TAMC), bringing the total project budget to \$2,113,439. Of this amount, \$250,482 will be set aside to cover TAMC staff costs to oversee procurement and grant reporting requirements.

DISCUSSION:

The Monterey Bay Drone, Automation and Robotics Technology (MB DART) has worked in partnership with UC Santa Cruz and the Monterey Bay Economic Partnership (MBEP) to establish the Monterey Bay Tech Hub. The Tech Hub has a mission of serving Monterey, Santa Cruz, and San Benito counties by convening stakeholders across academia, community-based organizations, civic leaders, industry manufacturers, labor, and public servants to create a world-class ecosystem for job creation and the realization of these new advanced aviation technologies in this region.

If the project is awarded federal funding, TAMC staff would bring a contract to the Board to approve the scope of work described in the application. **Attachment 1** is the executive summary of the grant application proposal, including a project budget, and an aerial showing the range of the proposed project. **Attachment 2** is a draft letter of commitment required by the grant program. The MB DART website and the SMART grant program are linked as **web attachments**.

ATTACHMENTS:

1. Executive Summary SMART Grant Project for TAMC

2. Buttigieg - SMART grant - MB DART commitment

WEB ATTACHMENTS:

1. [Monterey Bay Drone, Automation and Robotics Technology \(DART\)](#)
2. [Strengthening Mobility and Revolutionizing Transportation \(SMART\)](#)

Executive Summary for TAMC: SMART Grant – California Coastal Transportation Aerial Support for Resiliency Project (CC-TASR) Project

TAMC Mission Alignment

The Transportation Agency for Monterey County (TAMC) is dedicated to improving the region's transportation infrastructure and services. TAMC's mission is to enhance transportation safety, efficiency, and accessibility to support the economic vitality and quality of life of Monterey County residents. By fostering innovative solutions and strategic partnerships, TAMC aims to address the region's evolving transportation needs.

The California Coastal Transportation Aerial Support for Resiliency Project (CC-TASR) project positions TAMC at the forefront of transportation innovation. By pioneering the integration of an unmanned aircraft system (UAS) for public infrastructure support, TAMC demonstrates its capability to lead in advanced and electrified transportation technologies. The project's success would not only enhance the resilience of Monterey County's transportation network but also set a precedent for other regions to follow, fostering broader adoption of cost-effective and sustainable UAS solutions.

In summary, the CC-TASR project represents a significant opportunity for TAMC to enhance regional transportation of the future, improve resiliency, create economic opportunities, and advance public safety through innovative transportation solutions.

USDOT Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Opportunity - Stage 1

Timing

- Stage 1 Submission Deadline: **7/12/24**

2 Stage Opportunity

- Stage 1: Planning and Prototyping - max \$2 million, 18 month period of performance
- No cost share or matching requirement Stage 1
- Stage 2: Implementation - max \$15 million, 36 month period of performance
- Stage 2 eligibility only if awarded Stage 1; this year is last opportunity to apply for Stage 1

California Coastal Transportation Aerial Support for Resiliency (CC-TASR) Project

The CC-TASR project is an ambitious initiative aimed at leveraging advanced aviation technologies to bolster the resiliency of Monterey County's transportation network in the face of natural disasters and climate change. The project will develop and demonstrate the capabilities of unmanned aerial systems (UAS) for emergency response, damage assessment, and logistical support.

Key Project Narrative Objectives to Align with SMART Goals:

1. **Emergency Operations Enhancement:** Improve situational awareness and response times for surface transportation during disasters through real-time data collection and analysis.
2. **Resilient Infrastructure:** Enable rapid damage assessments and emergency supply deliveries using UAS, enhancing the region's ability to recover from disasters.
3. **Cost-Effective Public Infrastructure:** Develop a sustainable and affordable UAS infrastructure that can be adopted by other regions, focusing on underserved communities.

Overall Project Benefits

Foundation for Publicly Owned Digital Data Exchange:

- **Emerging Transportation Technologies:** Establish a robust digital data exchange platform that will support the integration and development of advanced transportation technologies across the region.

Economic and Workforce Development:

- **Job Creation:** The project is expected to generate new jobs in UAS operations, maintenance, and data analysis.
- **Cost Savings:** By using cost-effective UAS technology, the project aims to reduce the financial burden of disaster response and infrastructure maintenance.

Emergency Response:

- **Improved Situational Awareness:** Real-time aerial data will enhance decision-making and resource prioritization during emergencies.
- **Faster Response Times:** UAS can quickly deliver supplies and perform damage assessments in areas inaccessible by traditional means, reducing the impact of disasters on the community.

Public Safety:

- **Enhanced Safety:** UAS operations will be conducted with advanced sensors and data integration to ensure the safety of all airspace users, including traditional aviation.

US DOT SMART Grant Priorities Alignment of the Project

The US DOT Strengthening Mobility and Revolutionizing Transportation (SMART) grant program focuses on several key priorities, including climate impact resiliency and aviation

technologies. These goals align with the broader objectives of enhancing safety, equity, and integration in transportation systems.

Climate Impact Resiliency

The SMART grant program aims to support projects that improve climate resilience and sustainability. Key initiatives include:

- **Reducing Emissions:** Implementing technologies such as truck reservation systems at ports to minimize congestion and emissions, and leveraging vehicle-to-grid (V2G) technologies to balance grid demand and supply.
- **Environmental Monitoring:** Utilizing tools that map and monitor environmental conditions like roadway flooding, air quality, and tree canopy, enhancing infrastructure resilience and mobility.
- **Digital Tools for Local Goals:** Supporting local initiatives like zero-emission zones through digital management tools to streamline last-mile delivery alternatives and reduce overall emissions.

Aviation Technologies

The SMART Grant program also prioritizes advancements in aviation technologies to enhance transportation efficiency and safety. This includes:

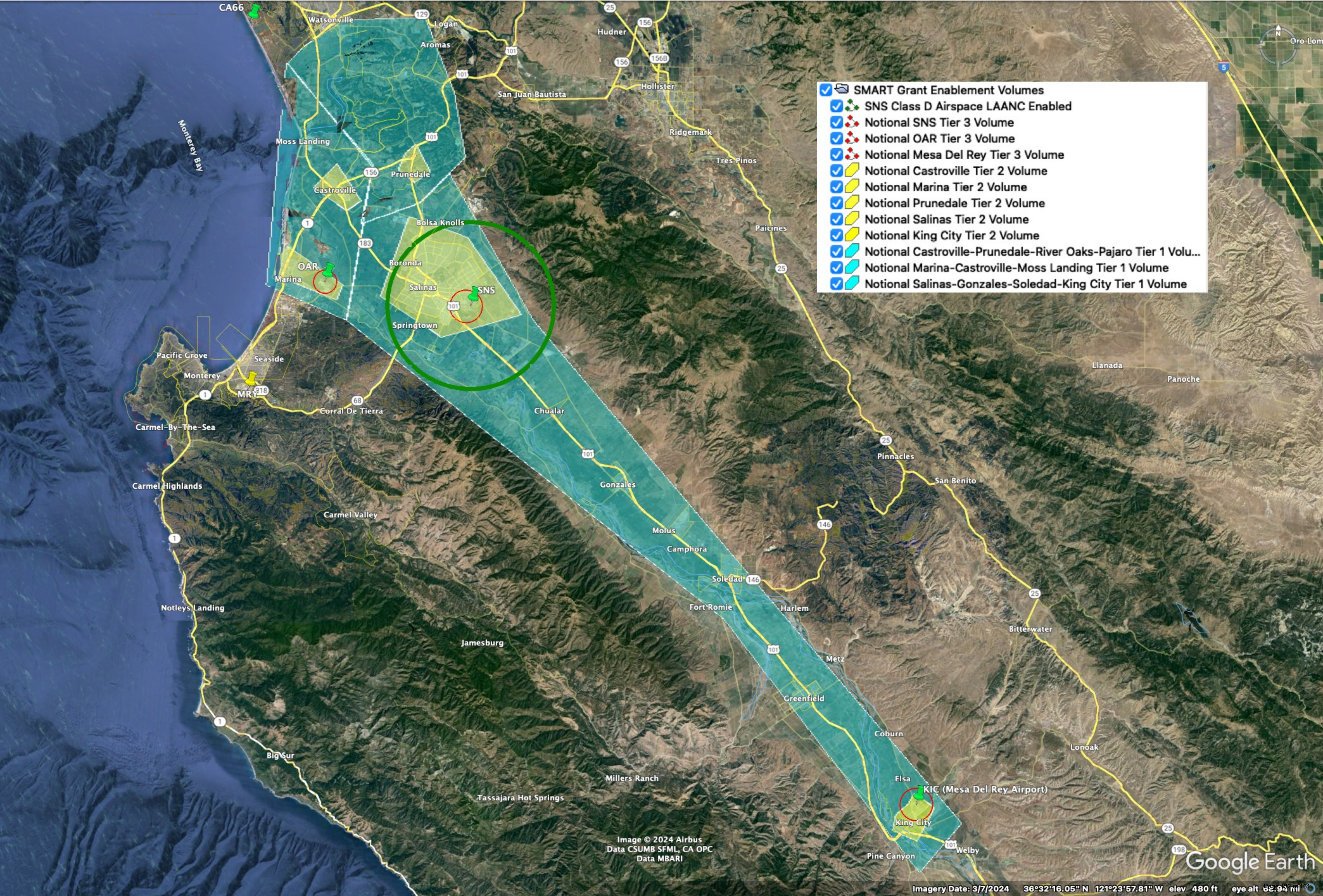
- **Drone Integration:** Projects focusing on integrating drone technologies for purposes such as healthcare delivery in remote areas, improving access and response times, and reducing environmental impacts associated with traditional transportation methods.
- **Advanced Safety Systems:** Utilizing sensors and AI to monitor and manage air traffic more effectively, ensuring higher safety standards and operational efficiency

Project Budget Overview

The total federal funding requested for the CC-TASR project is \$1,989,739, supplemented by a partner match of \$123,700 from consortium partners (not TAMC), bringing the total project budget to \$2,113,439. Key budget components include:

- **TAMC Personnel, Travel, and Fringe:** \$250,482 for TAMC staff responsibilities, including purchasing activity for the sensor acquisition, formalized and finalized reporting to US DOT, and project oversight, including a set-aside of \$16,000 for project-related travel and attendance at required meetings.
- **Equipment:** \$487,500 for the purchase of various sensors, including Automatic Dependent Surveillance-Broadcast (ADS-B), Global Positioning System (GPS) beacons, and radars.
- **Supplies:** \$8,000 for necessary project supplies.
- **Contractual (Leased Sensors):** \$318,400 for leased sensors, and site connectivity and bandwidth services.

- **Contractual (Subrecipients/Contractors):** \$1,037,409 for operations, integration, data collection/analysis, report development, and regulatory support provided by project partners, including MB DART and the Monterey County Department of Emergency Management.



- SMART Grant Enablement Volumes
- SNS Class D Airspace LAANC Enabled
- Notional SNS Tier 3 Volume
- Notional OAR Tier 3 Volume
- Notional Mesa Del Rey Tier 3 Volume
- Notional Castroville Tier 2 Volume
- Notional Marina Tier 2 Volume
- Notional Prunedale Tier 2 Volume
- Notional Salinas Tier 2 Volume
- Notional King City Tier 2 Volume
- Notional Castroville-Prunedale-River Oaks-Pajaro Tier 1 Volume
- Notional Marina-Castroville-Moss Landing Tier 1 Volume
- Notional Salinas-Gonzales-Soledad-King City Tier 1 Volume



June 13, 2024

The Honorable Pete Buttigieg
Secretary, US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Letter of Commitment: Strengthening Mobility and Revolutionizing Transportation (SMART): California Coastal Transportation Aerial Support for Resiliency Project

Dear Secretary Buttigieg:

On behalf of the Transportation Agency for Monterey County (TAMC), I write to express our commitment to being the lead agency for a Strengthening Mobility and Revolutionizing Transportation (SMART) grant for the California Coastal Transportation Aerial Support for Resiliency project.

TAMC is the Regional Transportation Planning Agency for Monterey County, the state-designated agency responsible for planning and financial programming of transportation projects. TAMC's mission is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County.

To support the California Coastal Transportation Aerial Support for Resiliency project and its coalition partners, TAMC commits staff resources to support project management, administration, reporting, and financial administration. Specifically, TAMC will support purchasing activity for sensor equipment acquisition, formalizing and finalizing reporting in compliance with SMART program requirements, and project oversight.

TAMC is committed to the California Coastal Transportation Aerial Support for Resiliency project by leading the consortium toward integrating advanced Unmanned Aircraft Systems technologies into the region's emergency response infrastructure, ensuring improved resilience to natural disasters and climate change. Through active community engagement and partnerships with public and private entities, TAMC believes this project will enhance public safety, economic growth, and transportation resilience in Monterey County.

The Honorable Pete Buttigieg
June 13, 2024
Page 2 of 2

If you have any questions, please feel free to contact me at todd@tamcmonterey.org or (831) 775-4407 or Christina Watson of my staff at christina@tamcmonterey.org or (831) 775-4406.

Sincerely,

DRAFT

Todd A. Muck
Executive Director

CC: The Hon. Laphonza Butler, US Senator
The Hon. Jimmy Panetta, CA-19

The Hon. Alex Padilla, US Senator
The Hon. Zoe Lofgren, CA-18

DRAFT

Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: June 26, 2024
Subject: Measure X Ordinance Amendment

RECOMMENDED ACTION:**Commence Process to Amend Measure X Maintenance of Effort Calculation Provision:**

1. **INTRODUCE**, waive the reading, and set August 28, 2024 at 9:00 a.m. as the date and time to consider the adoption of an ordinance amending the Measure X Ordinance to revise the Maintenance of Effort calculation;
2. **SET** a noticed public hearing for August 28, 2024, and
3. **DIRECT** staff to publish notice of the public hearing and publicize a 45-day comment period.

SUMMARY:

The purpose of the Measure X Maintenance of Effort requirement is to assure that no funds previously used for transportation are shifted to other uses and then back-filled with Measure X funds. Since fiscal year 2019/20, Sand City has not been able to meet this requirement and their Measure X disbursements have been withheld. The City is requesting a modification that would allow them to regain compliance.

FINANCIAL IMPACT:

For fiscal year 2022/23, Sand City's share of local Measure X funds was \$39,680. Since fiscal year 2019/2020, a total of \$116,125 in Measure X disbursements have been withheld from Sand City. These funds are being withheld pending resolution of their compliance issues. After two years of non-compliance, the offending jurisdiction's withheld funds are to be re-distributed to the remaining compliant jurisdictions.

DISCUSSION:

The Transportation Agency has fiduciary responsibility for the administration of the voter-approved Transportation Safety and Investment Plan (Measure X) funds. Each jurisdiction entered into a tax sharing agreement with the Transportation Agency in order to receive their share of Measure X Local Streets & Roads revenues. In exchange, these agreements require the jurisdictions to submit audit reports annually to the Transportation Agency detailing the steps taken to comply with the implementing ordinance. This includes verification by an independent auditor that the jurisdiction met their annual "Maintenance of Effort" requirement.

The purpose of the Maintenance of Effort requirement is to assure that no funds previously used for transportation are shifted to other uses and then back-filled with Measure X monies - the so-called "bait and switch." Measure X is meant to be additional funding for transportation improvements to

help the jurisdictions catch up on their backlog of maintenance needs. The Maintenance of Effort is a means to ensure that jurisdictions are continuing their transportation investments.

Currently, as amended in 2019 (see **Attachment 1**), the Maintenance of Effort is defined as the larger of a jurisdiction's Senate Bill 1 Local Streets and Roads Maintenance of Effort (average of expenditures from fiscal years 2010/11, 2011/12 and 2012/13) or their transportation expenditures from fiscal year 2016/17, adjusted annually for inflation. This resulted in Sand City's Maintenance of Effort requirement being calculated as \$537,776 for the past reporting period using their SB1 Maintenance of Effort as the base, which is significantly higher than what the city receives in Measure X revenues. Below is a table detailing how Sand City's maintenance of effort compares to the other Monterey County jurisdictions:

	FY22-23 MOE	Population	Centerline Miles
Carmel	\$626,423	3,041	27
Del Rey Oaks	\$68,645	1,539	10
Gonzales	\$0	8,340	20
Greenfield	\$0	19,634	35
King City	\$57,699	13,331	31
Marina	\$514,119	21,457	75
Monterey	\$3,282,641	28,082	103
Pacific Grove	\$541,362	14,761	65
Salinas	\$4,981,126	159,932	291
Sand City	\$537,776	372	5
Seaside	\$735,213	32,068	76
Soledad	\$0	26,308	36
County	\$5,555,639	104,851	1,231

Since fiscal year 2019/2020, the City has not been able to verify compliance with their Maintenance of Effort and, as a result, has had their Measure X disbursements withheld. Transportation Agency staff has worked with City staff to attempt to rectify the issue, starting with providing the City with information to try to revise their Senate Bill 1 Maintenance of Effort with the State Controller. These efforts were unsuccessful as the City was unable to account for the funding amounts that were reported to the State and how they should be modified. Recently, the City provided a letter to the Transportation Agency (see **Attachment 2**) outlining the steps the City has taken to address the Measure X compliance issues, and their challenges with auditing and correcting their past transportation expenditures. The letter closed with a request from the City to modify the Maintenance of Effort requirement for the City to a more reasonable level of around \$200,000, which the City would be able to meet and comply with going forward. City staff have since provided information about their expenditures for fiscal years 2019-20 through 2022-23, which is detailed below:

Fiscal Years	Recurring Expenses	One-Time Expenses	One-Time Expenses Notes
2019-20	\$192,246	\$66,258	Catalina Contra Costa Avenue stormwater improvement project and Pendergrass Way redesign
2020-21	\$258,319	\$106,037	Used street sweeper, Catalina Contra Costa

			Avenue stormwater improvement project and Pendergrass Way redesign
2021-22	\$205,501	\$131,001	Used street sweeper, Catalina Contra Costa Avenue stormwater improvement project and Pendergrass Way redesign
2022-23	\$178,608	\$251,256	Dump truck, Catalina Contra Costa Avenue stormwater improvement project and Pendergrass Way redesign, West Bay Avenue improvements
Annual Average	\$209,668		

Due to the large difference between what the City receives in Measure X revenues versus what they are required to spend for a small city to remain compliant, and the fact that their Maintenance of Effort may have been calculated using data the City believes to be incorrect, Transportation Agency staff has been open to finding a solution that would bring the City back into compliance, including modifying the Maintenance of Effort requirement again just for Sand City. Agency staff recommends the following language to modify the maintenance of effort requirement:

Each local jurisdiction shall expend each fiscal year from its general fund for street and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 2009-10, 2010-11, and 2011-12 fiscal years, as reported to the Controller pursuant to Streets and Highways Code section 2151, but not less than what was expended in fiscal year 2016-17 when Measure X passed, with the exception of Sand City who shall expend not less than the annual average of its expenditures from its general funds with exemptions for one-time capital expenses during the 2019-20, 2020-21, 2021-22, and 2022-23 fiscal years beginning in fiscal year 2024-25 (the baseline amount). This baseline amount will be indexed annually to the Engineering News Record construction index.

If the Maintenance of Effort is recommended to be modified for Sand City, this would require an amendment to the Measure X ordinance (see **Attachment 3**). The Transportation Safety and Investment Plan Policies includes an established process for how the ordinance may be amended:

1. Review and recommendation from the Citizens Oversight Committee;
2. Provide a 45-day comment period; and
3. Hold a noticed public hearing; and
4. Receive approval from the Transportation Agency Board by a 2/3 vote and by a simple majority weighted vote based on population.

Agency staff will present this update to the Board and request approval to begin the ordinance amendment process.

ATTACHMENTS:

1. Measure X MOE Amendment - Staff Report - Oct 2019
2. Letter from Sand City regarding Measure X Maintenance of Effort
3. Ordinance 2024-01 - Amending TAMC Transportation Safety and Investment Plan

WEB ATTACHMENTS:



Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: October 23, 2019
Subject: Measure X Ordinance Amendment 2nd Reading and Adoption

RECOMMENDED ACTION:

ADOPT Ordinance 2019-01 to revise the Measure X Maintenance of Effort calculation.

SUMMARY:

The purpose of the Measure X annual audit is to confirm that the funding recipients -- TAMC, the County of Monterey and the twelve incorporated cities -- have complied with the voter-approved requirements specified in Ordinance 2016-01 for the Transportation Safety and Investment Plan, including the "maintenance of effort" requirement. The proposed amendment will change the method for calculating the existing ordinance's required maintenance of effort to be the greater of the SB 1 requirement, or the amount local funds spent in fiscal year 2016/17, plus an annual growth factor.

FINANCIAL IMPACT:

Approved by 69% of the voters in 2016, Measure X was projected to generate an estimated \$20 million annually, for a total of \$600 million over thirty years. Revenues have been collected since April, 2017, and in fact, the receipts for fiscal year 2017/18 totaled \$28,026,311. The funding source is a retail transactions and use tax of 3/8 cents. The revenue from the sales tax measure can only be used to fund transportation safety and mobility projects in Monterey County. A maintenance of effort requirement exists to assure that the cities and county do not use Measure X funding to backfill prior levels of transportation expenditures.

DISCUSSION:

The Transportation Agency has fiduciary responsibility for the administration of the voter-approved Transportation Safety and Investment Plan (Measure X) funds. Each jurisdiction entered into a tax sharing agreement with the Transportation Agency in order to receive their share of Measure X Local Streets & Roads revenues. In exchange, these agreements require the jurisdictions to submit audit reports annually to the Transportation Agency detailing the steps taken to comply with the implementing ordinance.

Transportation Agency staff evaluated this year's process and recommends a few changes to help clarify the maintenance of effort requirements and avoid reporting delinquencies in the future. One of the changes staff is recommending is an adjustment to the Maintenance of Effort requirement.

The purpose of the Maintenance of Effort requirement is to assure that no funds previously used for transportation are shifted to other uses and then back-filled with Measure X monies - the so-called "bait and switch." Measure X

currently has a rolling three-year average calculation of Maintenance of Effort. By contrast, the state's Senate Bill 1 program calculates Maintenance of Effort based on a fixed three years of past expenditures (Fiscal Years 2009/2010, 2010/2011, and 2011/2012). The goal of modifying the Measure X Maintenance of Effort is to meet the Measure X Maintenance of Effort intent without penalizing agencies that make a large one-time investment in transportation. All jurisdictions must meet the SB 1 maintenance of effort requirement in order to receive state SB 1 maintenance funds. Staff's original proposal was to make the Measure X maintenance of effort calculation be the same as the SB 1 requirement. However, after reviewing the amounts, it became clear that in some jurisdictions, this change would result in a large drop in local funds devoted to transportation. It was therefore recommended to base the maintenance of effort calculation on the greater of SB 1's three year period or FY 2016/17 local funds expended on transportation.

This issue was discussed by the Technical Advisory Committee and the Measure X Citizen Advisory Committee. The Citizen Advisory Committee added a recommendation for an annual inflationary growth factor, resulting in the the following proposal to modify to the Maintenance of Effort section of the Measure X ordinance:

LOCAL ROAD MAINTENANCE, POTHOLE REPAIRS AND SAFETY FUNDS.

B. Maintenance of Effort Requirements

Each local jurisdiction shall expend each fiscal year from its general fund for street and highway purposes an amount not less than the annual average of its expenditures from its general fund during the ~~preceding three fiscal years~~ **2009-10, 2010-11, and 2011-12 fiscal years, but not less than what was expended in 2016-17 (when Measure X passed)**, as reported to the Controller pursuant to Streets and Highways Code section 2151. **This baseline amount will be indexed annually to the Engineering News Record construction index.**

The proposed baseline Maintenance of Effort amounts are shown below, highlighted and in bold:

	Current Measure X	Proposed (higher amount of SB1 or FY16/17) Senate Bill 1	Fiscal Year 2016/17
County	\$4,966,476	\$2,286,667	\$4,940,363
Carmel	\$639,565	\$557,048	\$175,508
Del Rey Oaks	\$33,956	\$80,748	\$61,043
Gonzales	\$0	\$0	\$0
Greenfield	\$0	\$0	\$0
King City	\$47,912	\$2,596	\$51,309
Marina	\$401,090	\$243,064	\$434,257
Monterey	\$2,744,630	\$2,783,933	\$2,919,095
Pacific Grove	\$187,549	\$481,407	\$184,000
Salinas	\$4,475,933	\$2,200,521	\$3,984,744
Sand City	\$509,475	\$478,218	\$276,000
Seaside	\$587,327	\$301,962	\$653,790
Soledad	\$0	\$0	\$0

If Measure X is amended as recommended, each jurisdiction will have the above-defined baseline Maintenance of Effort that must be met in order to qualify for Measure X funds. The proposed amendment will tie this baseline amount to an annual index for engineering costs (much like a cost of living adjustment), in order to account for incremental increases in construction costs.

The Transportation Safety and Investment Plan Policies includes an established process for how the policies may be amended:

1. Review and recommendation from the Citizens Oversight Committee - **completed July 16, 2019;**
2. Provide a 45-day comment period - **initiated August 28, 2019;** and
3. Hold a noticed public hearing - **held on September 25, 2019;** and
4. Receive approval from the Transportation Agency Board by a 2/3 vote and by a simple majority weighted vote based on population - **scheduled for October 23, 2019.**

Transportation Agency Counsel has reviewed this process for amending the Measure X Ordinance and recommends the Agency follow the above process, if the Board of Directors supports moving forward with the proposed modifications. On August 28, 2019, as part of this process, the Board of Directors introduced, waived reading, and set October 23, 2019 at 9:00 am, for the adoption of the proposed amendment. The amended ordinance will become effective within 30 days of adoption.

ATTACHMENTS:

- Ordinance 2019-01

WEB ATTACHMENTS:

[Memo from Kay Reimann, TAMC Counsel re: Measure X Ordinance Amendment Process](#)



ORDINANCE NO. 2019-01

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AMENDING ORDINANCE 2016-01 FOR THE
TRANSPORTATION SAFETY AND INVESTMENT PLAN
AND RETAIL TRANSACTIONS AND USE TAX**

Agency Counsel Summary

This ordinance amends Section 11 of Ordinance 2016-01, the Transportation Safety and Investment Plan and Retail Transactions and Use Tax Ordinance, to revise the Maintenance of Effort calculation. It will not affect the period of the existing tax, nor increase its rate, nor impose a new tax.

The Board of Directors of the Transportation Agency for Monterey County ordains as follows:

The following language shall replace Section 11 of Ordinance 2016-01 in full:

Section 11. LOCAL ROAD MAINTENANCE, POTHOLE REPAIRS AND SAFETY FUNDS.

A. State Law. Pursuant to section 180200 of the Public Utilities Code, the revenues provided from transactions and use taxes imposed by this Ordinance shall be used to supplement existing revenues being used for transportation improvements and programs. Each local jurisdiction receiving funds pursuant to this ordinance shall meet the requirements of that section. Under State enabling legislation, funds generated pursuant to the retail transactions and use tax are to be used to supplement and not replace existing local revenues used for transportation purposes. To meet these requirements, a jurisdiction must demonstrate maintenance of a minimum level of local street and road expenditures in conformance with the requirements below.

B. Maintenance of Effort Requirements. Each local jurisdiction shall expend each fiscal year from its general fund for street and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 2009-10, 2010-11, and 2011-12 fiscal years, as reported to the Controller pursuant to Streets and Highways Code section 2151, but not less than what was expended in fiscal year 2016-17 when Measure X passed (the baseline amount). This baseline amount will be indexed annually to the Engineering News Record construction index.

C. Separate Account. For ease of tracking and to assure full transparency, all revenues received and expenditures of these funds will be accounted for and tracked in its own separate budget and fund titled "Transportation Safety & Investment Plan Account" and will not be comingled with any other funds.

D. Verification of Maintenance of Effort. TAMC may request fiscal data from local jurisdictions, in addition to data provided pursuant to Streets and Highways Code Section 2151 for the three previous fiscal years. Each local jurisdiction shall furnish the data to the TAMC not later than 120 days after receiving a request therefor. TAMC may withhold payments to local jurisdictions which do not comply with requests for information or which provide incomplete information. At the conclusion of each fiscal year, each local jurisdiction shall verify compliance with the provisions in this ordinance. Subject to compliance with the provisions of this Ordinance and to any adjustment in the amount of such payments in accordance with this Ordinance, TAMC shall distribute Local Road Maintenance, Pothole Repair and Safety payments pursuant this Ordinance.

E. New Cities. For each local jurisdiction incorporated after the effective date of this Ordinance, the maintenance of effort requirement defined in Section 5 shall not apply for three years thereafter commencing with the date that the local jurisdiction was incorporated.

F. Pavement Management Program. Each city and the County of Monterey shall develop, or participate in the development of by TAMC, a pavement management program. They shall submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. Development of the pavement management program by TAMC is eligible to be funded out of this program prior to distribution of funds to the cities and County.

G. Regional Development Impact Fee. Each city and the County of Monterey shall maintain participation in the Transportation Agency for Monterey County's Regional Development Impact Fee program and impose these fees on new development as applicable to assure that new development pays for its impacts on the regional transportation system.

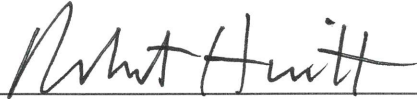
H. Tax Sharing Agreements. Each city and the County of Monterey shall enter into tax sharing agreements with TAMC that will include enforcement procedures, designed to reassure the public that tax revenues are spent in accordance with the ballot language. For example, each of the above conditions will be subject to verification and annual audit by the Transportation Agency for Monterey County. Failure to meet any of the above conditions will result in the suspension of the distribution of funds from the County Auditor-Controller to the deficient city/county. Resumption of funding distribution by the County Auditor-Controller to the deficient city/county will resume only after full repayment for any misuse, and conformation of compliance to each of the above conditions by the Transportation Agency for Monterey County. Transportation Safety & Investment Plan funding accrued due to the failure of a city/county to meet the above conditions will be held in trust for up to two (2) years for said jurisdiction, after which the funds will be redistributed to the remaining cities/county in Monterey County per formula. The tax sharing agreements will also provide that resumption of funding can occur at any time during the life of the Transportation Safety & Investment Plan upon compliance with the above conditions and full repayment of any prior misused funds.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 23rd day of October 2019, by the following vote:

AYES: M. Adams, A. Chavez, L. Gonzales, G. Hawthorne, R. Huitt, A. Kerr,
M. LeBarre, F. O’Connell, M. Orozco, D. Potter, J. Stratton, E. Smith, S. Davis,
and A. Untalon

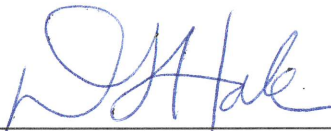
NOES:

ABSENT: C. Lopez, I. Oglesby, J. Parker



ROBERT HUITT, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:



DEBRA L. HALE, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY



City of Sand City
1 Pendergrass Way
Sand City, CA 93955

December 22, 2023

Todd A. Muck
Executive Director
Transportation Agency for Monterey County
55 B Plaza Circle
Salinas, CA 93901

Re: **Sand City Measure X MOE**

Dear Todd,

I am writing to request that TAMC consider adjusting Sand City's Maintenance of Effort (MOE) requirements for Measure X funding. Sand City's original MOE baseline was established at an artificially high rate of \$478,218 per year, based on the City's reporting of transportation expenditures to the State Controller. Since taking on the position as City Manager last year, I have tried to uncover the basis for the original MOE. However, neither the prior Finance Specialist, nor the City's auditors (CliftonLarsonAllen, formerly Hayashi & Wayland) have been able to unearth what the transportation expenditures reported to the State Controller were based upon. It appears that underlying reports and records were not retained by the auditors or the City. I have reached out to the State Controller's Office but to date have not heard back.

In fiscal year 21-22 Sand City's MOE was \$500,979 – for our city that is only .55 square miles with 5.1 centerline miles and only receives an average of \$33,000 annually in Measure X revenues. As a point of comparison, other smaller cities in Monterey County have significantly lower MOE requirements. For example, the MOEs for Del Rey Oaks, King City, Gonzales, and Greenfield range from zero to \$63,948.

In recent years -- where data on how much Sand City has spent on eligible transportation expenses is available -- our audited financial amounts have ranged from \$241,426 to \$364,356. In addition, the City has improved its street network by leveraging development projects to rehabilitate portions of existing streets and construct brand new streets within the City: In 2022 and 2023, extensive new asphalt pavement and street improvements were completed in Sand City resurfacing approximately 16% of the City's streets.

We are hereby respectfully requesting that TAMC consider adjusting the MOE to a more reasonable amount reflecting a city of our small size. Looking forward, Sand City could commit its budget to a level of effort of \$200,000.

With continued great appreciation,



Vibeke Norgaard
City Manager

cc:

Mary Ann Carbone, Mayor
Jennifer Pope, Finance Manager
Leon Gomez, City Engineer

ORDINANCE NO. 2024-01

TRANSPORTATION AGENCY FOR MONTEREY COUNTY AMENDING ORDINANCE 2016-01 FOR THE TRANSPORTATION SAFETY AND INVESTMENT PLAN AND RETAIL TRANSACTIONS AND USE TAX

Agency Counsel Summary

This ordinance amends Section 11 Paragraph B of Ordinance 2016-01, the Transportation Safety and Investment Plan and Retail Transactions and Use Tax Ordinance, to revise the Maintenance of Effort calculation for Sand City. It will not affect the period of the existing tax, nor increase its rate, nor impose a new tax.

The Board of Directors of the Transportation Agency for Monterey County ordains as follows:

The following language shall replace Section 11 Paragraph B of Ordinance 2016-01 in full:

Section 11. LOCAL ROAD MAINTENANCE, POTHOLE REPAIRS AND SAFETY FUNDS.

B. Maintenance of Effort Requirements. Each local jurisdiction shall expend each fiscal year from its general fund for street and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 2009-10, 2010-11, and 2011-12 fiscal years, as reported to the Controller pursuant to Streets and Highways Code section 2151, but not less than what was expended in fiscal year 2016-17 when Measure X passed, with the exception of Sand City who shall expend not less than the annual average of its expenditures from its general funds with exemptions for one-time capital expenses during the 2019-20, 2020-21, 2021-22, and 2022-23 fiscal years beginning in fiscal year 2024-25 (the baseline amount). This baseline amount will be indexed annually to the Engineering News Record construction index.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this XXrd day of XXXXX 2024, by the following vote:

AYES:

NOES:

ABSENT:

CHRIS LOPEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD A. MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: June 26, 2024
Subject: **Monterey Branch Line Appraisal**

RECOMMENDED ACTION:

RATIFY action by the Executive Committee to **AUTHORIZE** the Executive Director to enter into an agreement with an appraisal firm to determine the value of the Monterey Branch Line corridor.

SUMMARY:

In 2003, the Transportation Agency purchased the Monterey Branch Line from Union Pacific Railroad using Proposition 116 bond funds granted by the State. California Transportation Commission staff recently informed Agency staff that the ten-year deadline to begin rail service on the line has not been met. Transportation Agency and California Transportation Commission staff are working on potential curative actions that would resolve the issue and allow the Transportation Agency to continue to pursue the long-term goal of bringing rail back to the Monterey Peninsula and allowing the SURF! Busway and Bus Rapid Transit project to continue.

FINANCIAL IMPACT:

The Agency purchased the Monterey Branch Line using \$9,228,475 of Proposition 116 rail bond funds in 2003. California Transportation Commission staff are considering requiring the Agency to pay a credit to the State for the value of the property to rectify the missed deadline to begin service. To determine the fair-market value of the corridor, the Agency will need to retain the services of an appraisal firm to either prepare an appraisal report for the Agency or peer-review and provide feedback on the report prepared by the Commission. This appraisal work is expected to be under \$50,000, and will be funded by rail lease revenues. Concurrently, TAMC staff is working with CTC staff to determine if alternatives to fair-market valuation would satisfy the California Transportation Commission.

DISCUSSION:

The Monterey Branch Line stretches 16 miles from Castroville to downtown Monterey. Originally used for freight and passenger rail, the line has been dormant since 1978 after the switch connecting the branch line to the mainline tracks in Castroville was removed. The Transportation Agency purchased the line from Union Pacific Railroad (UP) in 2003 for \$9.2 million using Proposition 116 funding granted by the State and approved by the California Transportation Commission (CTC).

In 2009, the TAMC Board adopted light rail as the preferred use for the Branch Line. The project was split into two phases: Phase 1 (Monterey to Marina) estimated at \$165 million, and Phase 2 (Marina to Castroville) estimated at \$40-50 million. However, funding constraints halted progress. TAMC's 2011 Alternatives Analysis reaffirmed light rail as the long-term goal but identified bus rapid transit (BRT) as a viable interim solution. In 2021, the Monterey Bay Rail Network Integration Study

estimated the capital cost for the Castroville – Monterey segment at \$222.7 million plus \$43.3 million for a maintenance facility and \$60 million for train equipment.

In 2018, Monterey-Salinas Transit (MST) and Santa Cruz Metro conducted the Monterey Bay Area Feasibility Study of Bus on Shoulder Operations, which concluded that utilizing the Monterey Branch Line for BRT would be more cost-effective than widening State Route 1. Consequently, MST and TAMC sought funds for the “SURF!” Busway and Bus Rapid Transit project, supported by \$15 million from TAMC's Measure X local transportation sales tax measure.

The Caltrans 2018 State Rail Plan, the TAMC 2021 Monterey Bay Area Rail Network Integration Study, and the draft Caltrans 2023 State Rail Plan all endorse the near-term bus service as a precursor to eventual rail service on the corridor. The long-term vision of those plans includes passenger rail connecting Monterey to Santa Cruz by 2050.

With the SURF! project set to begin construction in October 2024, questions arose about its eligibility for Proposition 116 funds. Preliminary legal review by the CTC concluded that the project did not meet Proposition 116's definition of a rail project and that TAMC missed the ten-year window to begin rail service as required by the resolution the CTC adopted allocating the funds for TAMC to purchase the Monterey Branch Line. To resolve this, CTC staff proposed TAMC repay the purchase price at fair-market value through credits for other eligible rail projects. Eligible fund types and rail projects still need to be negotiated and agreed upon with CTC staff, but an example discussed was using the Agency's State Transportation Improvement Program funding on the Monterey County Rail Extension project as a credit toward that price. This course of action would allow the SURF! project to continue, provided that agreements can be in place in time for the project to receive its Coastal Commission permits, and the credit to be paid with investments the Agency would otherwise already be making in rail projects, meaning there would be no net loss of funding for rail projects in Monterey County.

The Coastal Commission has a September 2024 deadline to consider the Coastal permit for the SURF! project. To meet this, TAMC will either need to appraise the Monterey Branch Line corridor or retain the services of an appraiser to critique the report prepared by the CTC. The value from the appraisal report would then be used as the basis for the amount of the credit. Staff provided an update on this issue to the Executive Committee at their June meeting and received direction to proceed with the appraisal and seek Board ratification at the June 2024 meeting. Agency staff has not yet selected an appraisal firm given the ongoing deliberations with CTC staff, however this action from the Board will allow staff to move forward when ready given the time constraints to resolve this issue in time for the SURF! project to proceed.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: June 26, 2024
Subject: **Transportation Agency Community Group Memberships**

RECOMMENDED ACTION:

RECEIVE report on Transportation Agency memberships in community organizations.

SUMMARY:

At its April meeting, the Board debated if there is a need for an official policy on how the Transportation Agency decides membership in local community organizations. Direction was provided to bring back this report on the Agency's current practices.

FINANCIAL IMPACT:

The Transportation Agency spends a total of \$850 per year on memberships with the Monterey Peninsula Chamber of Commerce and the Salinas Valley Chamber of Commerce.

DISCUSSION:

The Transportation Agency is currently a member of the two largest Chambers of Commerce in the county. These are the only two community organizations we are currently paying members of. The Transportation Agency has been a member of the Monterey Peninsula Chamber for 28 years, and a member of the Salinas Valley Chamber for 23 years. The Agency is one of hundreds of members comprised of a broad spectrum of business, non-profit, educational, special districts, and public agencies, which include the Cities of Del Rey Oaks, Monterey, Sand City, and Seaside, the County of Monterey Economic Development Department, and the Monterey County Sheriff's Department.

Both chambers have Government Affairs Committees. Transportation is a perpetual top issue for the chambers. Being a chamber member facilitates staff participation in their Government Affairs Committee meetings to share information and provide regular updates on agency projects and programs. This ongoing participation maintains relationships, provides an opportunity to dispel misinformation, and educates the business community about the agency's role and responsibilities. The Government Affairs Committees' activities include endorsements of candidates and issues. Over the decades-long course of the Transportation Agency membership in these chambers, Agency staff has never participated or voted in the endorsement process. This practice of not participating in politics will continue unchanged.

Agency staff are not currently considering joining any other local community groups. Staff will notify the Board of Directors if circumstances change that warrant joining another local community group.

ATTACHMENTS:

None

WEB ATTACHMENTS:



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
1.	SR 1 Big Sur South (1Q760)	In San Luis Obispo and Monterey Counties, Near Big Sur, From Ragged Point to Limekiln Creek Bridge (SLO PM 71.8/ MON 20.9)	Storm Damage Repairs	Winter 2023/ Summer 2024	\$21.75 Million	SHOPP	Victor Devens	S. Chaves Construction, Inc.	Construction in progress.
2.	SR 1 Big Sur Central (1Q770)	In Monterey Counties, Near Big Sur, Limekiln Creek Bridge to 0.9 Mile south of Castro Canyon Bridge (PM 20.9/42.2)	Storm Damage Repairs	Winter 2023/ Fall 2024	\$76.35 Million	SHOPP	Victor Devens	Papich Construction, Inc.	Construction in progress.
3.	SR 1 Big Sur North (1Q800)	In Monterey County, Near Big Sur, From 0.9 Mile south of Castro Canyon Bridge to 0.3 Mile south of Carmel River Bridge (PM 42.2/72.0)	Storm Damage Repairs	Winter 2023/ Summer 2024	\$25.4 million	SHOPP	Victor Devens	Granite rock Construction	Construction in progress.
4.	SR 1 Flooding (1Q960)	In Monterey and Santa Cruz Counties from Approximately 1 mile North and South of the Pajaro River Bridge (PM T100.0/R1.0)	Storm Damage Repairs	Winter 2023/ Summer 2024	\$1.85 million	SHOPP	Victor Devens	Teichert Construction	Construction in progress.
5.	Coastal RSP Repair (1R190)	In Monterey County from 3 miles to 1 mile south of the town of Gorda. MON-1-7.2/9.2	Repair RSP and gabion baskets	Winter 2024/ Winter 2025	\$51 million	SHOPP	Victor Devens	John Madonna Construction	Construction in progress
6.	St. Francis Concrete Revetment (1R210)	On Route 1 in Monterey County 2.2 miles north of the Pfeiffer Canyon Bridge MON-1-47.8	Replace failed concrete revetment	Winter 2024/ Fall 2024	\$7.5 million	SHOPP	Victor Devens	Granite Rock Construction	Construction in progress
7.	Dolan Point Slide (1R630)	In Monterey County 1.7 miles south of the Dolan Creek Bridge. MON-1-29.5	Remove slide material. Restore roadway. Install rockfall netting.	Winter 2024/ Spring 2024	\$1.8 million	SHOPP	Victor Devens	Papich Construction	Construction in progress



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
8.	HWY 1 Pfeiffer Canyon Mitigation (1K080)	At Pfeiffer Canyon Bridge (PM 45.4/45.6)	Environmental mitigation (planting, erosion control) for project EA 05-1J130.	April 2023 – May 2026	\$200,000	SHOPP	Aaron Wolfram	CON	Planting Complete. Project in Plant establishment. Construction in progress.
9.	MON/SBT Storm Damage (1Q810)	In Monterey and San Benito Counties on various routes at various locations	Storm Damage Repairs	Winter 2023/ Summer 2024	\$2.8 million	SHOPP	Victor Devens	Brough Construction	Construction in progress.
10.	SR 68 Toro Park Pump Plant (1R490)	On Route 68 in Monterey County at the Toro Park UC.	Replace storm water pumps	Fall 2023/ Spring 2024	\$225,000	SHOPP Minor	Victor Devens	Monterey Peninsula Engineering	Construction Complete
11.	US 101 Spence Rd Acceleration Lane (1M760)	South of Salinas at Spence Rd (PM 81.03)	Extend NB acceleration lane	July 2023 – June 2024	\$1.7 million	MINOR	Jackson Ho	Granite Construction Company	Construction in progress. Acceleration lane opened to travel on 11/10/23. Working through CCO's
12.	US 101 North Soledad OH Deck Replacement (0F970)	North Soledad Bridge (PM 62.2/62.9)	Bridge deck rehabilitation	April 2022 – Nov 2023	\$4.7 million	SHOPP	Aaron Wolfram	Granite Rock Company	Contract Approval achieved on 1/9/24.
13.	US 101 Market Street Northbound On-ramp Improvements (1H050)	Near Salinas from East Market Street to South of Sherwood Drive (PM 87.4/87.8)	Roadway and Retaining Wall	Sep 2022 – Oct 2024	\$6.0 million	SHOPP	Aaron Wolfram	Granite Construction Company	Construction work completed. Project in plant establishment ending November '24.
14.	US 101 Prunedale Rehab (1H690)	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line (PM R91.3/98.8 & 100.3/101.3)	Pavement rehabilitation	Mar 2023- Nov 2024	\$36.2 million	SB 1 SHOPP	Doug Hessing	Desilva Gates Construction	Construction in progress; traffic control is in place; potential delays may occur, as posted on message signs.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
15.	US 101 Salinas Clean CA (1P534)	At US 101 and Market, Alisal, and Sandborn (PM 86.12/87.33)	Beautify three blighted undercrossing structures, and the adjacent infrastructure and roadside landscape.	Feb 2023 – Nov 2024	\$1.8 million	Clean California	Nic Heisdorf	Gordon N. Ball, INC	Construction contract work complete. Project is in Plant Establishment period.
16.	US 101 King City Clean California Project (1Q100)	On Route 101 in Monterey County at the First St, Canal St, and Broadway St (PM 40.1/41.1)	Install beautification, transportation art, and safety measure enhancement project in Caltrans Right of Way	Feb 2023 – Dec 2024	\$750,000	Clean California	Mike Lew	Wabo Landscape & Construction, Inc.	Project is currently in Plant Establishment period.
17.	SR 156 Castroville Overhead (0A090)	On SR 156 between the SR 183/156 separation and Castroville Boulevard (PM R1.1/R2.1)	Replace Bridge Railing	Jan 2022 – Jul 2024	\$7.0 million	SHOPP	Aaron Wolfram	Granite Rock Company	Weather and material supply delaying work Construction in progress, completion in July.
18.	SR 218 Seaside ADA (1H230)	From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9)	ADA compliant pedestrian access	July 2023 – Jun 2024	\$1.7 million	SHOPP	Aaron Wolfram	FBD Vanguard Construction Company	Utility relocation nearing completion and Construction in progress completion delayed to June '24.
19.	HWY 1,68 Storm Damage (1R130)	In Monterey on various routes at various locations	Storm Damage Repairs (slides, slip-outs, sinkhole)	Spring 2023/ Spring 2024	\$700,000	SHOPP	Victor Devens	Granite Rock	Construction in progress.
20.	SR 198 Pavement Settlement (1R150)	In Monterey County on SR 198 7 miles east of SR 25	Extreme Pavement Settlement - Storm Damage	Spring 2023/ Fall 2024	\$3.0 million	SHOPP	Victor Devens	Brough Construction	Geotechnical Investigations ongoing, Construction in progress.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
21.	US 101 Gonzales to Salinas Flood mitigation (1Q730)	On Highway 101 in Monterey County near Salinas	Drainage cleaning and preparation	Spring 2023/ Spring 2024	\$388,000	SHOPP Minor	Victor Devens	Top Tier Grading	Construction in progress
22.	Monastery Beach Sinkhole (1S080)	In Monterey County one mile south of the Carmel River Bridge MON-1-71.24	Sinkhole over culvert	Spring 2024	\$150,000	SHOPP Minor	Victor Devens	Granite Construction	Construction in progress
23.	Rocky Creek Slip Out (1S040)	In Monterey County at .1 mile south of the Rocky Creek Bridge MON-1-60.0	Stabilize slope. Temporary signal	Spring/ Summer 2024	\$8 million	SHOPP	Victor Devens	Teichert Construction	Stabilization complete, temporary signal in operation.
24.	Castroville Ped Overcrossing (1P533)	In Monterey County at Geil Street Ped OC MON-156-1.35	Mural & Landscaping	Jan 2024 – Jan 2026	\$1.08 million	Clean CA	Jackson Ho	Hoseley Corporation	Construction in progress. Plant establishment to follow.
25.	Regent's Slide (1R640)	In Monterey County 0.3 mile south of the Big Creek Bridge. MON-1-27.8	Remove slide material. Restore roadway.	Winter 2024/ Fall 2024	\$31 million	SHOPP	Victor Devens	Papich Construction	Construction in progress
26.	MON 101 Culvert Clearing North of Bradley (1R480)	On Route 68 in Monterey County at the Toro Park UC.	Replace storm water pumps	Spring/ Summer 2024	\$461,000	SHOPP Minor	Victor Devens	Brough Construction	Construction Complete



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
1.	HWY 1 Mud Creek Permanent Restoration (1K020)	In Monterey County 0.8 miles north of Alder Creek Bridge to 1.2 miles north of Alder Creek Bridge (PM 8.7/9.1)	Coastal Development Permit Requirements	April 2025 – Oct 2025	\$2.2 million	SHOPP MAJOR	Luis Duazo	PS&E/RW	Final Design, Right of Way acquisitions, and obtaining a Coastal Development Permit are in process.
2.	HWY 1 Big Creek Tieback Wall (1K010)	Near Lucia south of Big Creek Bridge (PM 27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	Feb 2025 – Dec 2026	\$7.3 million	SHOPP	Meg Henry	PS&E	Caltrans received an incomplete letter from Coastal for the CDP application and is actively working with Coastal to address their comments
3.	HWY 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (PM 43.1)	Replace bridge rail	Aug 2026 - April 2030	\$2.5 million	SHOPP	Meg Henry	PS&E/RW	Project is delayed due to AT&T; a second time extension was requested but denied by HQ CTC staff. D5 has reprogrammed the project in the 24/25 SHOPP. EA will remain as 05-1H490. D5 was notified in early March that ATT has contested the legal filing. D5 is awaiting clarification on updated timeline from HQ legal. As of June 10, the date for resolution of legal action is unknown but anticipated to be no earlier than late fall 2024 and possibly later than Spring 2025.
4.	HWY 1 Coastlands II Wall Permanent Restoration (1P210)	Near Big Sur at 1.1 Miles south of Pfeiffer Canyon Bridge (PM -44.34/44.34)	Construct soldier pile wall or mechanically stabilized embankment wall.	Jan 2026- Oct 2027	\$3.2 million	SHOPP	Mark Leichtfuss	PS&E	Design phase began in January 2024.



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PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
5.	HWY 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (PM 62.97)	Bridge rail rehabilitation	May 2025 – June 2026	\$3.6 million	SHOPP	Aaron Wolfram	PS&E	A Monterey County board appointed working group met May 2024 recommended CA Type 86H rail or “replacement of original railing” requiring County to pursue legislation at the state level to allow for non-MASH compliant railing. CDP application submitted in March 2022. Project will seek a decision by the Board of Supervisors in June 2024 to either approve of the 86H C412 or to deny the application and pursue legislative remedy on their own.
6.	SR 68 Drainage Improvements (1J880)	From west of Sunset Dr to Toro Park (PM 0.2/15.7)	Drainage improvement, replace lighting, and install count stations	April 2026 – May 2027	\$8 million	SHOPP	Mark Leichtfuss	PS&E	Project is delayed 1-year due to a PG&E gas pipe conflict with proposed reinforced concrete box culvert #26 at PM 15.65.
7.	SR 68 Corridor Improvements (1J790)	On State Route 68 from Josselyn Canyon Road to San Benancio Road. (PM 4.87-13.7)	Operational Improvements	Dec 2027 – Sep 2030	\$105 million	STIP & AUTHORIZED	Chad Stoeher	PA&ED	Project is currently in Environmental studies phase, and analysis on the two alternatives is ongoing. Draft Environmental Document was released in November 2023. Reviewing comments on (DED)
8.	US 101 Drainage (1J890)	In and near King City, Greenfield, Soledad, Gonzales, and Salinas, from Paris Valley Road Overcrossing to Dunbarton Road (PM R28.23/100)	Rehabilitate drainage systems, replace overhead signs and structures, and update Transportation Management System (TMS) elements	July 2025 – July 2026	\$19.4 million	SHOPP MAJOR	Mark Leichtfuss	PS&E	PS&E phase in progress.
9.	US 101 King City CAPM (1K440)	Near King City from Jolon Road undercrossing to Lagomarsino Ave (PM R41.9/R49.0)	Pavement Preservation, TMS Elements, Lighting and Drainage	Jan 2026 - Aug 2026	\$27 million	SHOPP	Mark Leichtfuss	PS&E	Project is delayed 1-year due to PG&E abandoned gas pipe utility conflict and acquisition delays at Thompson’s Gulch.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	US 101 Prunedale Drainage (1H691)	At and near Prunedale between 0.4 mile north of Crazy Horse Canyon Overcrossing and 1.1 mile south of San Juan Road Overcrossing (PM 98.8./100.3)	Drainage System Rehab	Jan 2025 – Dec 2026	\$6.2 million	SHOPP MAJOR	Aaron Wolfram	PS&E/RW	In PS&E Phase working towards RTL. ROW acquisitions and acquiring permits to construct ongoing.
11.	SR 156 Castroville Boulevard Interchange (31601)	Castroville Boulevard and Highway 156 (PM R1.6/1.4)	Construct a new interchange	May 2026 – May 2028	\$54.4 million	STIP Measure X Federal Demo	Chad Stoehr	PS&E/RW	Final R/W and Environmental activities are ongoing with regards to utilities. CDFW ITP Permit and 1600 LSA Permits have been granted. Project submitted for SB1 Cycle 4 funding.
12.	SR 183 Salinas to Castroville CAPM (1K430)	South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville (PM 2.1/8.3)	Roadway rehabilitation, TMS elements, lighting, and sign panel replacement	April 2024 - Jan2025	\$6.9 million	SHOPP	Mark Leichtfuss	PS&E/RW	Construction contract approved on 12/21/23. Construction phase in progress.
13.	SR 183 Castroville Improvement Project (1H650)	Community of Castroville from Del Monte Ave. to Washington St (PM R8.3/9.98)	Asset Management Pilot Project	Nov 2024 – Sept 2027	\$20 million	SHOPP	Jackson Ho	PS&E/RW	100% PSE to OE on 4/3/2023. ROW Certification delayed by acquisitions. New Target of June 2024.
14.	SR 183 Castroville Arch (1P540)	On Route 183 at Preston St (PM 9.46/9.46)	Beautify/rehabilitate overhead sign.	July 2024 – Sept 2024	\$500,000	Clean California	Jackson Ho	PS&E/RW	Working on maintenance agreement. Encroachment Permit (EP) #1 approved for foundation testing. CCSD is working towards submitting EP #2.
15.	SR 218 FORTAG Bike Trail (1M570)	Located in the City of Seaside (PM 0.1/1.5)	Construct Bicycle and Pedestrian Trail. The project provides a safe alternative to Hwy 218 from Del Rey Woods Elementary to Laguna Grande Regional Park	April 2024 – Sept 2025	\$1.2 million	100% LOCAL FUNDED	Doug Hessing	PS&E/RW	100% Design completed. CTC approved Construction funding. TAMC is administering construction.



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PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
16.	HWY 1 Limekiln Creek Bridge Replacement (1F510)	In Monterey County from south of Limekiln Creek Bridge to just north of Limekiln Creek Bridge (MON 20.9-21.3)	Replace bridge	July 2027 – Oct 2030	\$78.6 million	SHOPP	Luis Duazo	PA&ED	The Environmental Document is being finalized. The Design phase is expected to start in September 2024.
17.	HWY 1 Big Creek to Carmel Drainage Restoration (1N360)	In Monterey County on Route 1 at Various Locations (MON 27.76/70.87)	Drainage Restoration	Sept 2025 – Aug 2026	\$1.25 million	SHOPP MINOR A	Aaron Wolfram	PS&E/RW	PR signed 2/09/2024, CDP coordination ongoing 95% plans being developed for August 2024 review.
18.	Rocky Creek Emergency Bridge Construction (1S160)	In Monterey County at .1 mile south of the Rocky Creek Bridge MON-1-60.0	Construct a viaduct to restore two-way traffic	Summer 2024 – Summer 2025	Estimated \$21 million	SHOPP 130 Emergency Work	Chad Stoehr	PID	Geotechnical exploration complete and design is underway



PROJECT UPDATE – MONTEREY COUNTY

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ACRONYMS USED IN THIS REPORT:

ADA	Americans With Disabilities Act
CCO	Contract Change Order
CCSD	Castroville Community Service District
CTC	California Transportation Commission
EIR	Environmental Impact Report
EP	Encroachment Permit
PA&ED	Project Approval and Environmental Document
PID	Project Initiation Document
PS&E	Plans, Specifications, and Estimates
SB	Senate Bill, the Road Repair and Accountability Act of 2017
SCL	Santa Clara County Line
SHOPP	Statewide Highway Operation and Protection Program
SR	State Route
RTL	Ready To List
R/W or ROW	Right of Way
TMS	Traffic Management System